Network Manager
nominated by
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EUROCONTROL

NOP Public User Guide

NETWORK MANAGER

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1 Version

NOP PUBLIC PORTAL

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NOP User Manual Feedback

Please feel free to send us your feedback on the **NOP User Manual** - ***NOT*** *on the Portal itself* - to nop.office@eurocontrol.int:

1. Did the Online Help (as a whole, or for the specific topic you were looking for) prove to be helpful enough - In short, do you find it **useful** ?
2. Was the information **complete** enough for your purpose ?
3. If you do not mind, it would help us to know if you are one of the following: AO / FMP / Other (you may wish to specify)
4. You can freely add some more comments / information / suggestion !

... Thank you for your feedback !

The online HTML version of the NOP Help will be maintained and kept up to date on a regular basis. The pdf manual, on the contrary, will only be generated on more important revisions.

As a result, the pdf version (and the material printed from it) can be potentially outdated by the time you wish to use it.

Whenever in doubt, please always refer to the online version for the most recent information.

2 The NOP Portal

2.1 Purpose

What is the purpose of the NOP?

The **NOP** (**N**etwork **O**perations **P**ortal) aims at facilitating the NM Users' access to all kinds of dynamic data and operational information in a consolidated way. Information is displayed according to the ATFCM phases: Strategic, Pre-tactical, Tactical, & Post Operations.

The ultimate goal is to facilitate decision making for all ATFCM actors by sharing the most up to date view on the Network Operations situation along the ATFCM cycle (plans, events, scenarios, real-time information on flights and measures, etc.).

Objectives

The NOP achieves the following objectives, as defined in the DMEAN Concept of Operations:

1. Reflect the ASM / ATFCM decision status at the time they have been taken;
2. Enable a common understanding of the Network situation;
3. Present potential disturbances that could impact the Network and that could therefore require appropriate actions for risk mitigation;
4. Assist Airspace Users to take their operational decisions
5. Assist Planners to build their local ATM plans and adjust them along the ATFCM phases, in full mutual coordination.

All in all, the NOP is the enabler of the operational CDM processes supporting ATM in Europe.

Content management

The NOP is updated dynamically according to operational needs. This means that the frequency of updates may be seasonal, daily, or ad-hoc in real-time depending on the nature of the information. The publication cycle of the operational information follows the principles described in the Network Operations Handbook / ATFCM User Manual.

The NOP content is managed by a **NOP office** team for general and strategic information during office hours and by the NM operations teams on duty for the pre-tactical and tactical information.

2.2 Technical Prerequisites

Operating System

Windows versions other than **Windows 7** are no longer supported.

Browser

The Portal will work best with **Firefox** version 20, 21 and 31 ESR (Extended Support Release) on a high resolution screen. The ideal display size would be **1600x1200**.

Microsoft Internet Explorer 9, 10 and 11 can be used as well - they offer the full **READING** functionality but may lead to slight degradations or differences in the display.

Some applications (including **Headline News**) require Firefox to get the full **AUTHORING** functionality (Internet Explorer not supported).

Other types/versions of browsers might encounter functionality and/or performance issues.

Some components (the Calendar, the Interactive Map, ATFCM Situation Data) also need a recent Flash plugin installed (minimum 10) - check your current configuration on http://helpx.adobe.com/flash-player/kb/find-version-flash-player.html.

You can also get the most recent version from http://get.adobe.com/fr/flashplayer/.

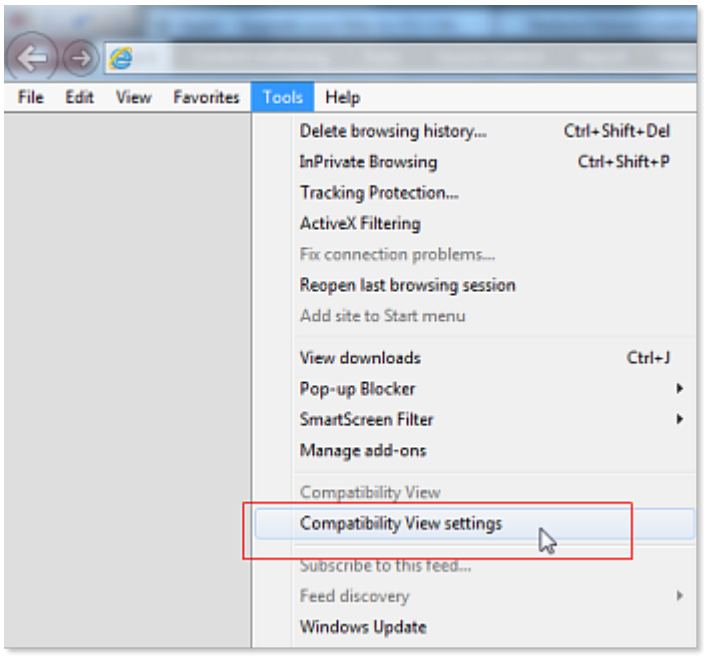
Note: administrator privileges may be required to carry out the installation.

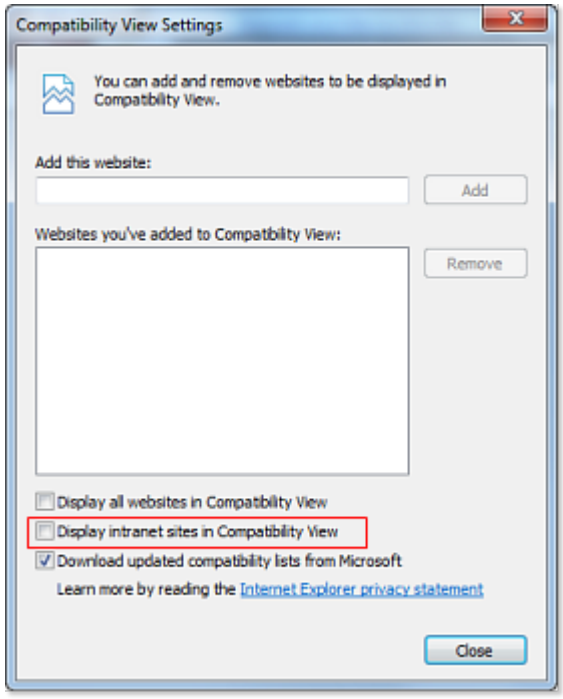
In addition, your browser should be configured to run **JavaScript**. This is usually the case by default - but some users or organisations disable it, in which case we suggest to get in touch with your IT service.

Specific Settings

2.2.1 Internet Explorer 9

For the NOP to work properly on Internet Explorer 9, it is necessary to un-tick the two check boxes **Display all websites in Compatibility View** and **Display intranet sites in Compatibility View**. You can find these settings in the **Compatibility View Settings** dialogue, available under **Tools -> Compatibility View Settings:**

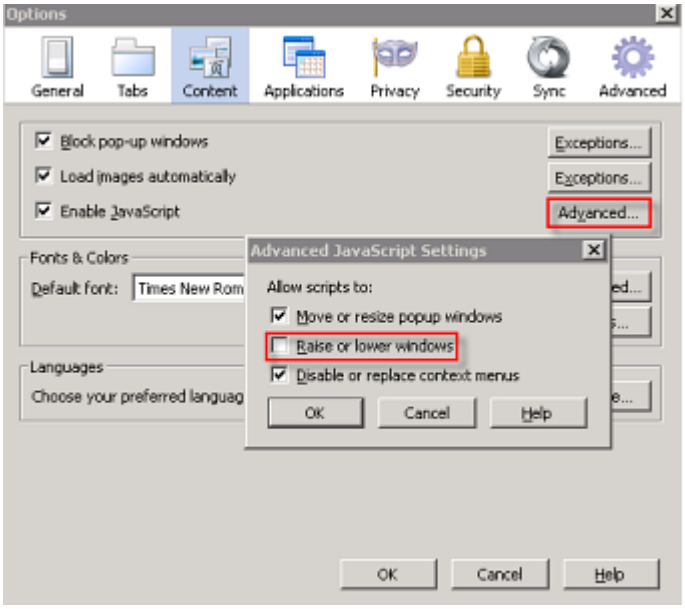




2.2.2 Firefox

By default and as a safety feature, Firefox forbids scripts to raise windows and, subsequently, the Portal feature of bringing windows to the front cannot work.

To overwrite this safety measure, open the options dialogue by selecting the menu entry **Tools -> Options**, select the **Content** tab, click on the **Advanced button** next to "Enable JavaScript" and ensure that the check box **Raise or lower windows** is selected:



Specific Applications

Some specific applications are supported on a smaller range or browsers, due to their requirements on functionality:

- **CSST** on Firefox
- **e-Helpdesk** and **Counts** on HTML5 featured browsers
- **Interactive** and **Static** Map on HTML5 featured browsers
- **WIND** file upload on Internet Explorer

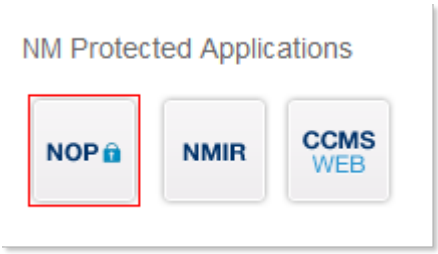
2.3 Accessing the NOP

The public version of the **NOP** contains information to assist parties involved in ATM operations. However, some elements which are subject to a service agreement are only accessible from the **Protected NOP ('Login to the Protected Portal' in the on-line documentation)**.

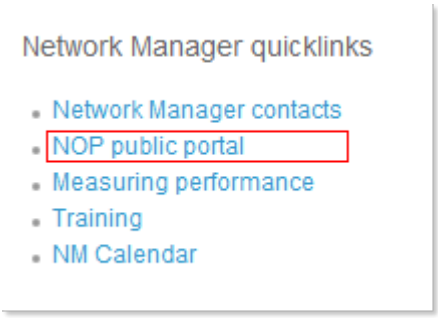
Access to the Portal

The **NOP** is accessible from the Network Manager website: http://www.eurocontrol.int/network-manager.

Use the highlighted button to access the **Protected** NOP:



To access the **Public** NOP, use this other link:



A large number of URLs have been updated since NM 18.0 (replacing **cfmu.eurocontrol.int** with **nm.eurocontrol.int**). In case you have bookmarked some links to the NOP, please make sure they properly reflect the new addresses.

2.4 Global Layout (Main View)

The NOP layout consists in a Header (that manages the navigation) and 5 main areas, which correspond to the ATFCM phases:

- Strategic
- Pre-tactical
- Tactical
- Post-Operations
- Resources (general reference information, not specifically related to any ATFCM phase).

More information of the ATFCM phases in the **Timeline Navigation Concept (Section 3.1)**.

HMI Customisation

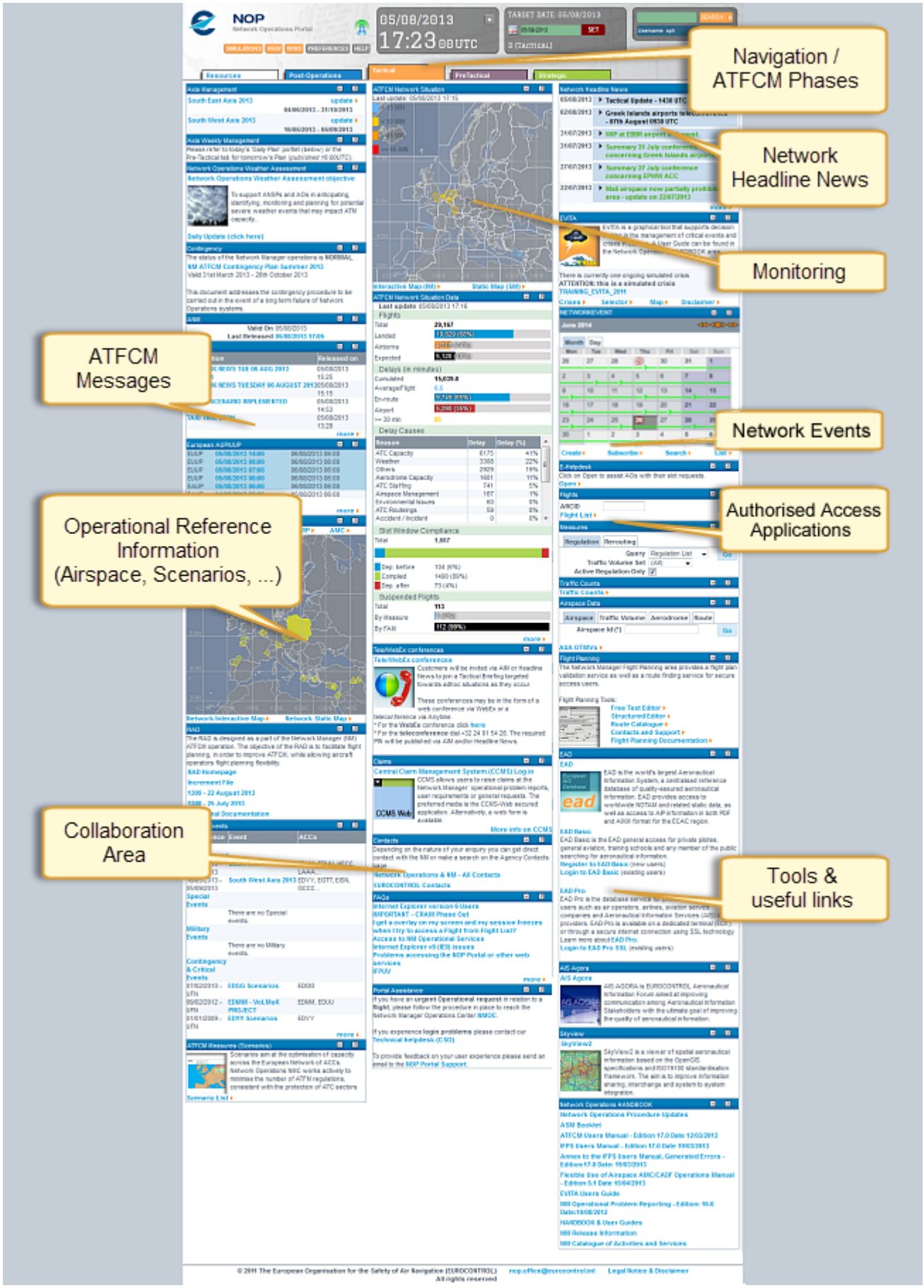
When opened for the first time, the NOP presents by default, all the currently available Portlets in their respective 'expanded mode'. This results in a very large amount of information, likely to make the Portal somewhat confusing to use.

The **Portal Customisation** enables you to store your preferences on how some sections of the portal will behave or look like, to best fit your working habits or areas of interest - and significantly reduce the size of the pages. The Portlets can be defined to be visible or invisible on the Portal Main View, resulting in a user-defined layout only displaying the selected items - and presenting them in a compact and practical way.

Please refer to the **Customise the NOP (on-line documentation)** section to learn how to optimise the NOP layout.

The NOP layout is globally consistent across all the pages to facilitate users' navigation. For instance, **News** and **Calendar** are always displayed at the top right, **ATFCM Messages** at the top left, the main information of the period at the top centre, the ATM functions at the middle right, and the collaboration functions at the bottom centre - on the other hand, **ACC Info** and **Airport Info** are located differently in **Strategic** and **Post-Operations**.

The overall layout is summarised below, as it appears when all Portlet are expanded and visible:



Note: this is the default layout - you may determine what you see and adapt the information displayed to your specific needs by means of the **Customisation ('HMI Customisation' in the on-line documentation)** feature...

Each Portal main page is made of **Portlets**: individual content boxes each with its own title bar displaying text, images, links or data

dynamically fed by the NM Operational back-end Applications (ETFMS, IFPS, DWH,...) or by the Portal content editors.

Each portlet can be collapsed or expanded by means of or buttons in the Portlet title bar. Your setup will be saved within your browser settings, and restored if you use the same browser for another session (even after reboot).

In a similar way, the button will open a **Contextual Help (Section 4.2.3)** window.

2.5 Printing from the Portal

A. Printing from the Main View

This may differ from each make and version, but is basically obtained under the "File..." and then "Print ..." function of your browser. Consider having a look at the additional setting capabilities of your configuration to select more appropriate (combination of) settings where relevant:

- the **Properties** linked with your printer and printer's driver
- the **Page Setup** linked with your browser

B. Printing from a Detached (Section 4.4) View

Since no toolbar is present in the detached view, you will need to hit the <Ctrl> and the <P> keys of your keyboard to invoke the print dialog box.

You can beforehand specify the display mode of the detached view, using the **Display** toggle button located in the header, right after the right **Set** button.

- This is the setting by default - the **Screen** mode. The header is kept visible at all times, and the vertical scrolling only affects the data tables. Click on the icon to toggle in the **Print** mode.
- The **Print** mode is used when you want to keep the header and the data together in one piece - typically for sending the whole content of a page to a printer. Click on the icon to toggle in the **Screen** mode.

Consider having a look at the additional setting capabilities of your configuration to select more appropriate (combination of) settings where relevant:

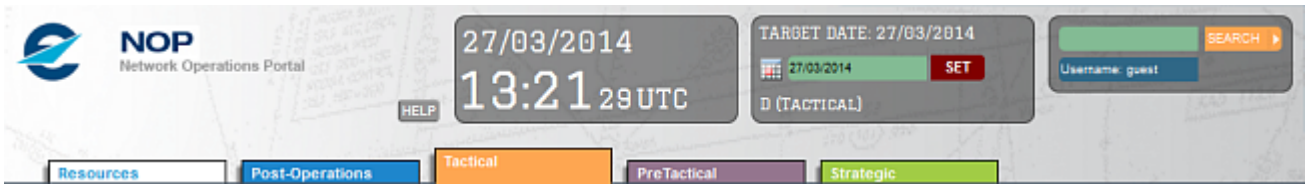
- the **Properties** linked with your printer and printer's driver
- the **Page Setup** linked with your browser (more specifically the orientation of the paper: Portrait or Landscape)

3 The NOP Header

3.1 Timeline Navigation Concept

This is the **Header** of the NOP, from which you can navigate across the different areas of the Portal.

The Timeline features 4 different Phases tabs, based on the ATFCM cycle: **Post-Operations**, **Tactical**, **PreTactical** and **Strategic**.



Each covers a specific time span, as outlined below (**D** being the current date):

- **Post-Operations**: D+1 at 00:00 onwards
- **Tactical**: D (00:00 to 24:00 UTC)
- **PreTactical**: D-6 to D-1 inclusive
- **Strategic**: D-12 months to D-7 days inclusive

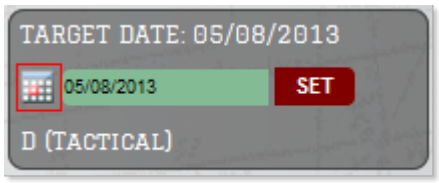
These tabs allow you to navigate from one Phase to another. In addition, the selected tab rises to provide a visual indication of where you stand in the ATFCM cycle.

A fifth tab is featured as well, opening the **Resources** page containing reference material not linked to time.

Navigate in Time

The Portal opens by default with the **Tactical** phase selected.

A first way to change from one phase to another, and see the Portal content from a different time perspective, is by means of the Date Picker, to be found in the Target Date pane as shown in the red box below.



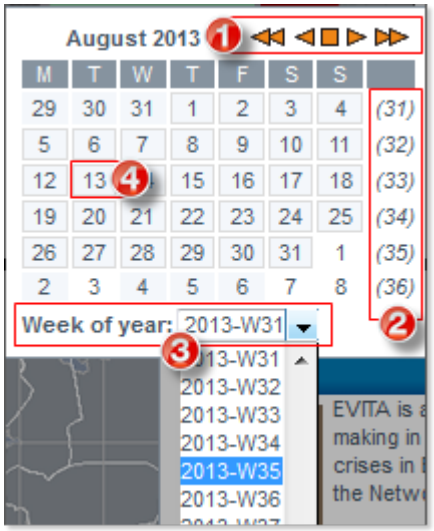
Clicking on the icon opens the **Date Picker**.

The Date Pickers behaves as you may expect from its layout:

1 the left and right single arrows going one month back or forth, the left and right double arrows going one year back or forth, and the square recalling the current date;

2 the number of the week;

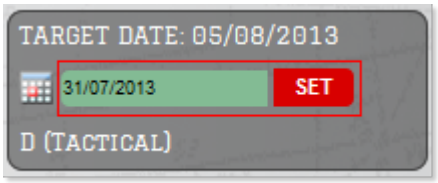
3 the list to jump to a selected week in the year.



Once a date is clicked (**4**), the Date Picker vanishes and the Date field (with the pale green background) is updated with the selected value - in this example, July 31st, 2013.

Note: in some circumstances, the choice in dates is limited and the Date Picker will only allow you to select the suitable ones - in this example, you could only opt for September 3rd or September 4th:

Please be aware that the Target Date has not been changed yet. You need to first click on the blinking **Set** button to change it to the selected value.

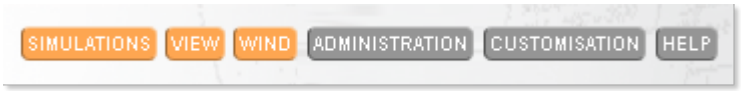


Doing so updates the Target Date and resets the Date field.

Note that you can also type the next target date directly in the Date field, following the DD/MM/YYYY format (and confirm with the **Set** button).

3.2 Header Buttons

Depending on the user role and profile, a number of buttons are available to provide additional functionalities to the Header.



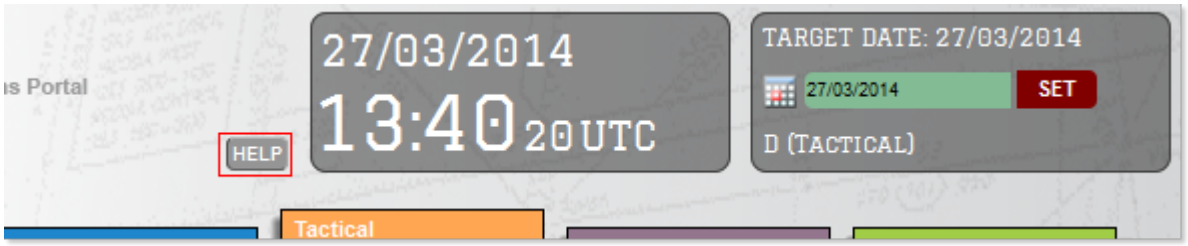
> These buttons are reserved to specific roles. You may therefore not see them when you login to the Portal - this is simply because you will probably not need them.
>
> However, if you think that your profile is misconfigured and that you that you should be able to acccess, please contact the **NM Customer Support** (CSO Tel: + 32 2 745 1997).

From right to left:

- **HELP**: opens the Global Help pages (All users)
- **CUSTOMISATION**: opens the Customisation Editor (All authenticated users)
- **ADMINISTRATION**: gives access to the Delegated Access Administration (AO Administrators)
- **VERSION**: shows the current version of the Portal (Developers)
- **WIND**: opens the NOP content editor (Contributors)
- **VIEW**: shows the Publishing workflow (Contributors)
- **SIMULATIONS**: opens the Simulations workspace (Restricted by profile)

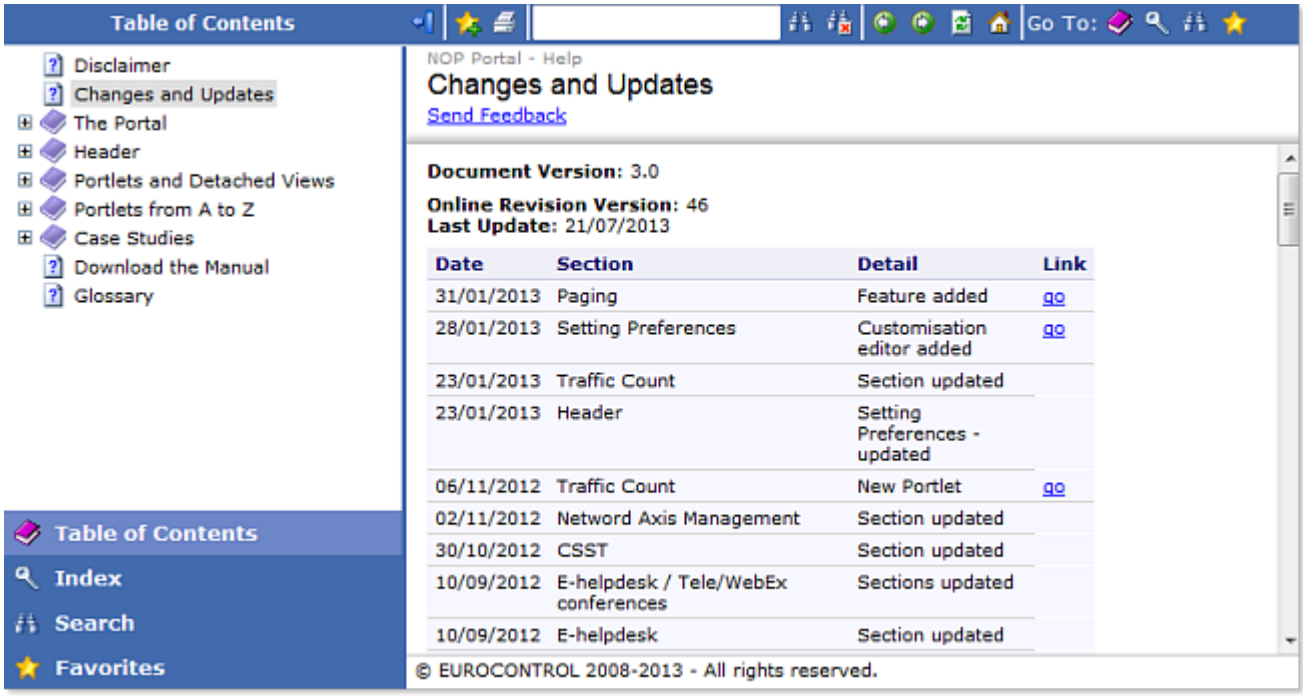
3.2.1 Help

A global **Help** function is made available from the header:



Clicking on the **HELP** button opens a pop up window, giving access to a comprehensive Help package. A complete navigation system allows the user to search, browse, bookmark and print any page within the Help system.

The Help window opens by default on the **Changes and Updates** page:



Contextual Help (Section 4.2.3) is also available from each Portlet, which directly opens the relevant Help page.

3.3 Searching the Portal

The **Search** function is located in the top right corner of the Header in the Main View..

Type in your query in the light green text field and click on the **SEARCH** button to open a Search Detached View listing all the found matches. The query is case insensitive, and you can type in one or several words, each separated by a space.

You can also directly click on the SEARCH button to open the Detached View and launch your query from there.

3.3.1 Search Text

Definitions

In order to make the best use of the Search function, here are a few definitions as how the Portal considers your queries:

3.3.1.1 Text

A *Text* is a sequence of one or more *Items*, separated by a space. Example:

```
"a collection of words" +single_word -another_single_word one_last_word
```

3.3.1.2 Item

An *Item* is a group consisting of an (optional) *sign* in front of a *Term.* Example:

```
+single_word   or  -"first_word second_word"
```

3.3.1.3 Term

A *Term* is a single word, or a collection of words within opening and closing double quotes. The quotes are telling the system that the space between the words is not to be interpreted as a separator - ore more simply, that the text string between the quotes is the entity for which you are searching a match. Example:

```
"first_word second_word third_word"
```

Searching for Text

If an unsigned term matches a keyword with a Damerau-Levenstein distance of at the most 2, the application considers this term as a match (effectively, the search algorithm allows the user up to 2 spelling mistakes) and, depending on the result of the matching process of signed terms, the document will be added to the search result.

Refining the Search

Additional features allow you refine your search:

- the "**+**" sign right in front of the term: the related term must match a keyword in exactly the same spelling, except letter casing
- the "-" sign: if a keyword exists that matches the related term then the whole document is removed from the set of matching documents

3.3.2 Search Results

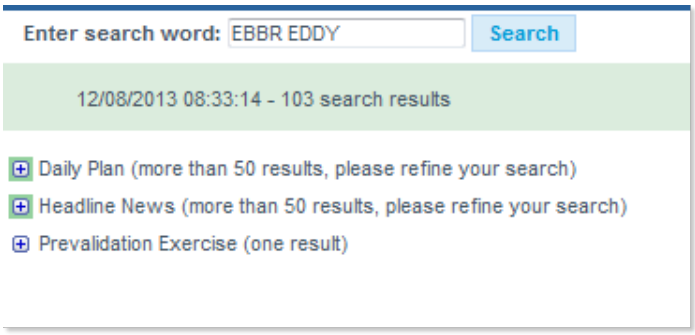
The **Portal Search** Detached View lists all the entries matching the searched term(s).

> If the search was initiated from the NOP header, the results are displayed in a new search window. If the search was initiated from the search window, the search window is refreshed with the results.

A color coding tells you the quality of the found match:

- a partial match is indicated with an orange bullet:
- a full match is indicated with a green bullet:

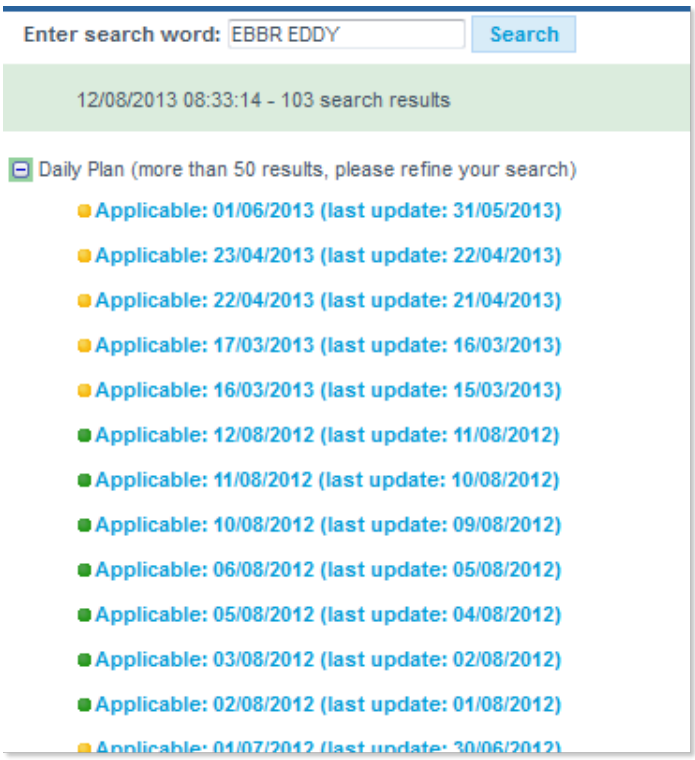
See below an example with the query 'EBBR EDDY':



This tells you that 103 matches were found in 3 locations: **Daily Plan** (over 50 results), **Headline News** (over 50 results), and **Prevalidation Exercise** (one result).

Notice the two green expand boxes , indicating that they contain one or more full match.

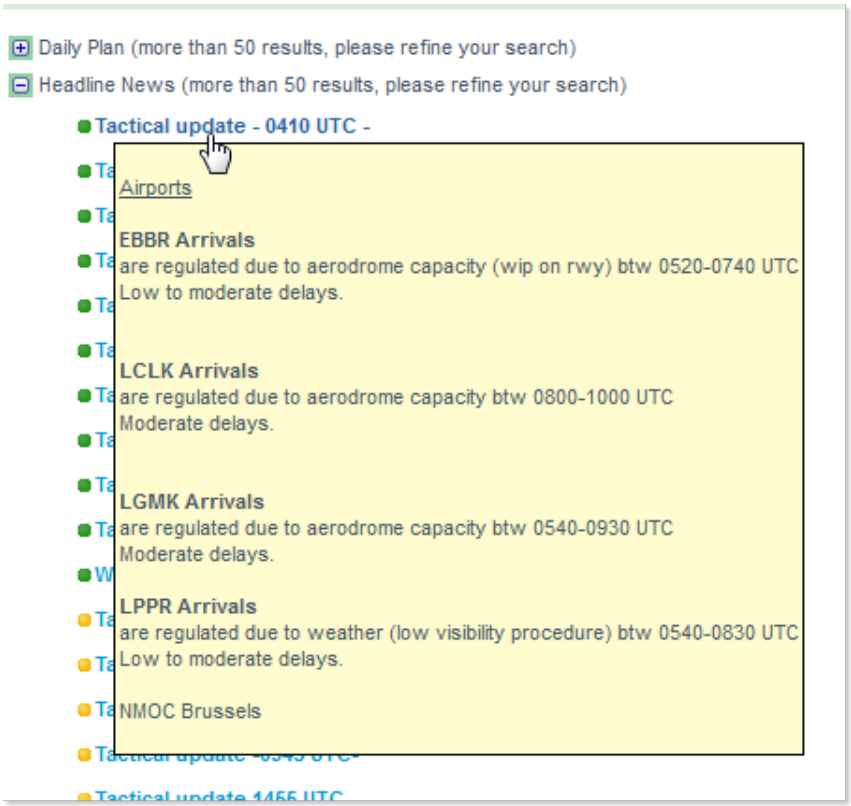
The fully expanded view looks like this:



Drilling down information

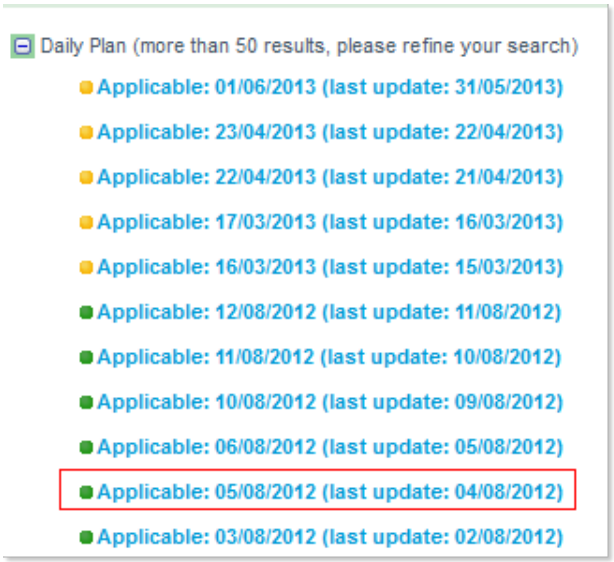
Move your mouse over a result bullet to reveal the matching keyword(s) and scoring:

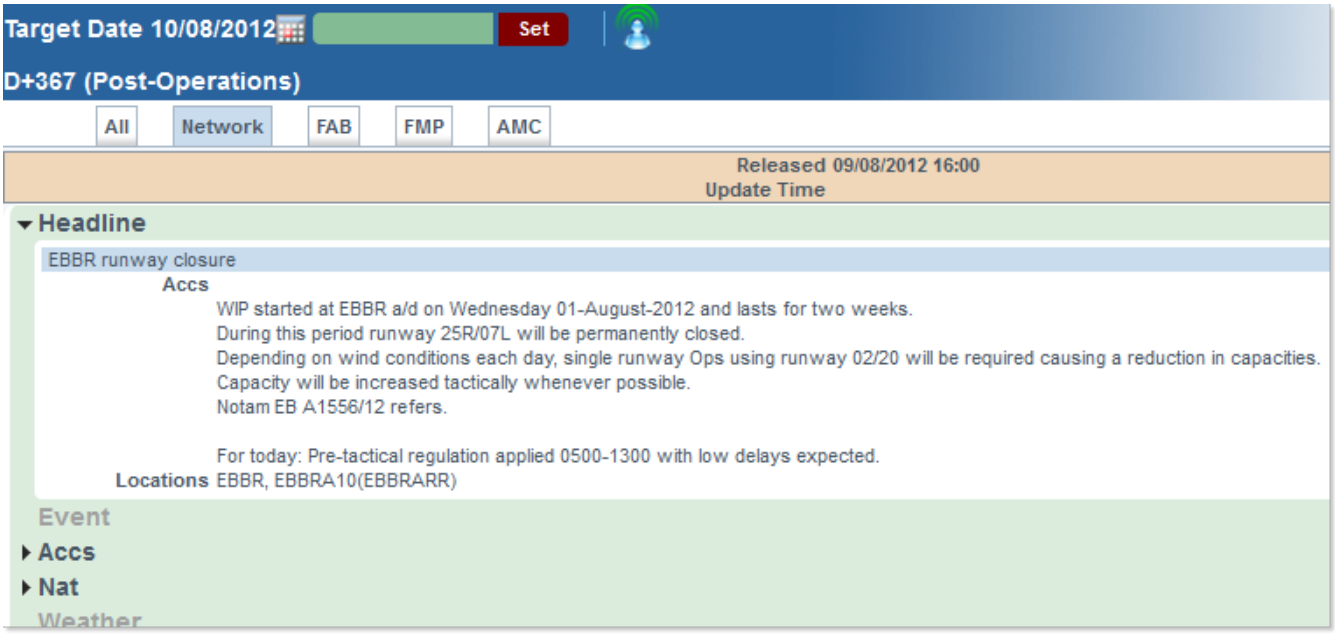
In a similar fashion, move your mouse over a title (light blue link) to get its summary, providing there is something to show. As a matter of fact, the tooltip is not available in all FCUs.



Simply click one the selected entry to open its corresponding item.

In this example, clicking on the highlighted entry **Applicable: 05/08/2012 (last update: 04/08/2012)** will open the correponding **Daily Plan** detached view depicted below:




Target Date 10/08/2012
Set
D+367 (Post-Operations)
All
Network
FAB
FMP
AMC
Released 09/08/2012 16:00
Update Time
Headline
EBBR runway closure
Accs
WIP started at EBBR a/d on Wednesday 01-August-2012 and lasts for two weeks.
During this period runway 25R/07L will be permanently closed.
Depending on wind conditions each day, single runway Ops using runway 02/20 will be required causing a reduction in capacities.
Capacity will be increased tactically whenever possible.
Notam EB A1556/12 refers.
For today: Pre-tactical regulation applied 0500-1300 with low delays expected.
Locations EBBR, EBBRA10(EBBRARR)
Event
Accs
Nat
Weather

4 Portlets and Views

4.1 Portlet Availability

It is of importance to understand that not all Portlets are available in every ATFCM Phase. Whenever irrelevant, they simply do not appear on the screen.

This is the case for the **RAD** portlet, not showing in **Post-Operations**. In a similar way, **NMIR** will not appear in **Strategic**.

It may also happen that a Portlet is present (showing the border and title bar), but displays no content.

In this case, a message will tell the reason for the absence of data, as for instance (the exact wording may vary between Portlets, but the overall meaning will be the same):

- **The [*name of the Portlet, for instance* "Network Daily Plan"] is currently not yet available :** this means that the data is not available yet for the context (day and/or time) in which it is requested.
- **You are not authorized to see [*name of the Portlet, for instance* "Flights"]:** this means that your profile does not grant you access to some restricted information - see table below.
- **Data is no longer available**: this means that the requested data is no longer accessible from the Portal.

This list is not exhaustive, but as a general rule the displayed message will be such as to make clear the cause of the data unavailability.

Availability table

This table lists the Portlets or specific functions whose access is reserved to authenticated users (in other words, reserved to the Protected Portal):

Portlet	Restricted Access	Comment
ACC3		Profile based
AIM: Subscribe function		
Airspace Data		
ATFCM Network Situation: *Interactive Map*		
ATFCM Network Situation Data: *Slot Window Compliance and Suspended Flights*		
ATFCM Network Situation Data: *ASD Detached View - Show Regulations*		
CASTAR		Profile based
Crisis Management		
CSST		Profile based
Daily Plan: *Network Interactive Map*		
EC/SAFA ALARMING		
E-Helpdesk		
EVITA		
Flights		
Flight Planning: *Route Catalogue*		
MCDM Tool		Profile based
Measures		
Network Events: *Create and Subscribe functions*		
Network Headline News: Subscribe function		
NOP-Showcase		
Traffic Counts		

4.2 Portlets General Features

4.2.1 Portlet Definition

A portlet is a window portion providing a synthetic piece of content on a portal page. This content may be static, or dynamic – with interfaces for dialogue with the user, and with data/graphical information/transactions provided by back-end applications.

NOP Portlets are configurable within the portal, and give access to more detailed information: tools and applications, news, reference material, web pages….

In the Portal, the Portlets are grouped by nature and usage, as explained in the **Global Layout (Section 2.4)** section.

There are two buttons in the Title bar, one collapsing or expanding the portlet to respectively reveal or hide its content, and the other to call a **Contextual help (Section 4.2.3)** window.

A portlet will typically show a very synthetic rendering of the data, and whenever relevant present some basic navigation, filtering or querying mechanism to facilitate the retrieval of more detailed information.

This information is presented through pop up windows: **Detached Lists (Section 4.3)** or **Detached Views (Section 4.4)**, depending on the content.

Several detached views can be left open at a time, for comparison purposes or for later reference.

4.2.2 Portlets Scope

Every Portlet does not show on all pages. Depending on its scope, it will be displayed according to the **ATFCM Phase** in which the **Header** is set.

However, this is a configurable setting, and the presence or absence of a given Portlet in a given ATFCM Phase may evolve over time.

For every Portlet individually described in the section **Portlets from A to Z**, a **Typical Scope** table summarises where you will most likely be able to see it. Here is such a table, indicating that the corresponding Portlet is present in all 5 phases :

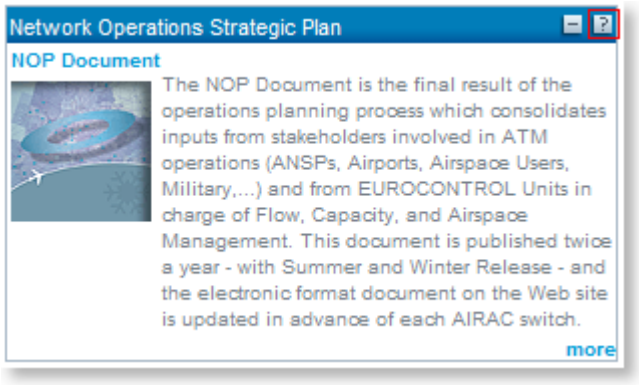
- **RES** for Resources
- **POS** for Post-Operations
- **TAC** for Tactical
- **PRE** for Pre-Tactical
- **STR** for Strategic

Some are present in one phase only, and most are present in 2 or 3 phases simultaneously.

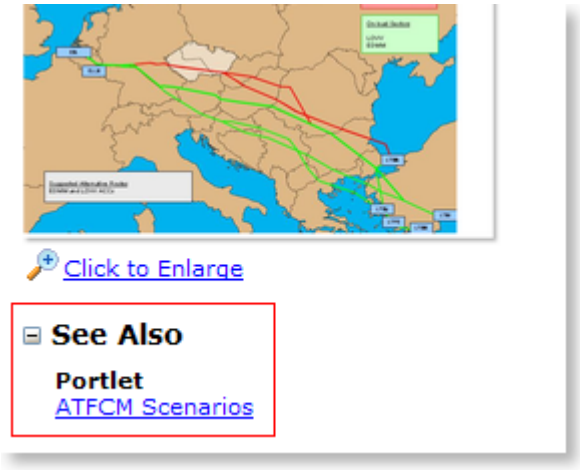
This is however purely indicative.

4.2.3 Contextual Help

Each portlet has its own contextual **Help** page, which can be opened at any time by clicking on the Help button located in the title bar.



Each Help page provides, whenever relevant, links to other concepts of interest, in the form of **See also** links as shown below, taken from the **ATFCM Events** page.



In addition to the aforementioned features, the whole navigation system (Table of Content, menu buttons and toolbar) is a complementary means of finding relevant information.

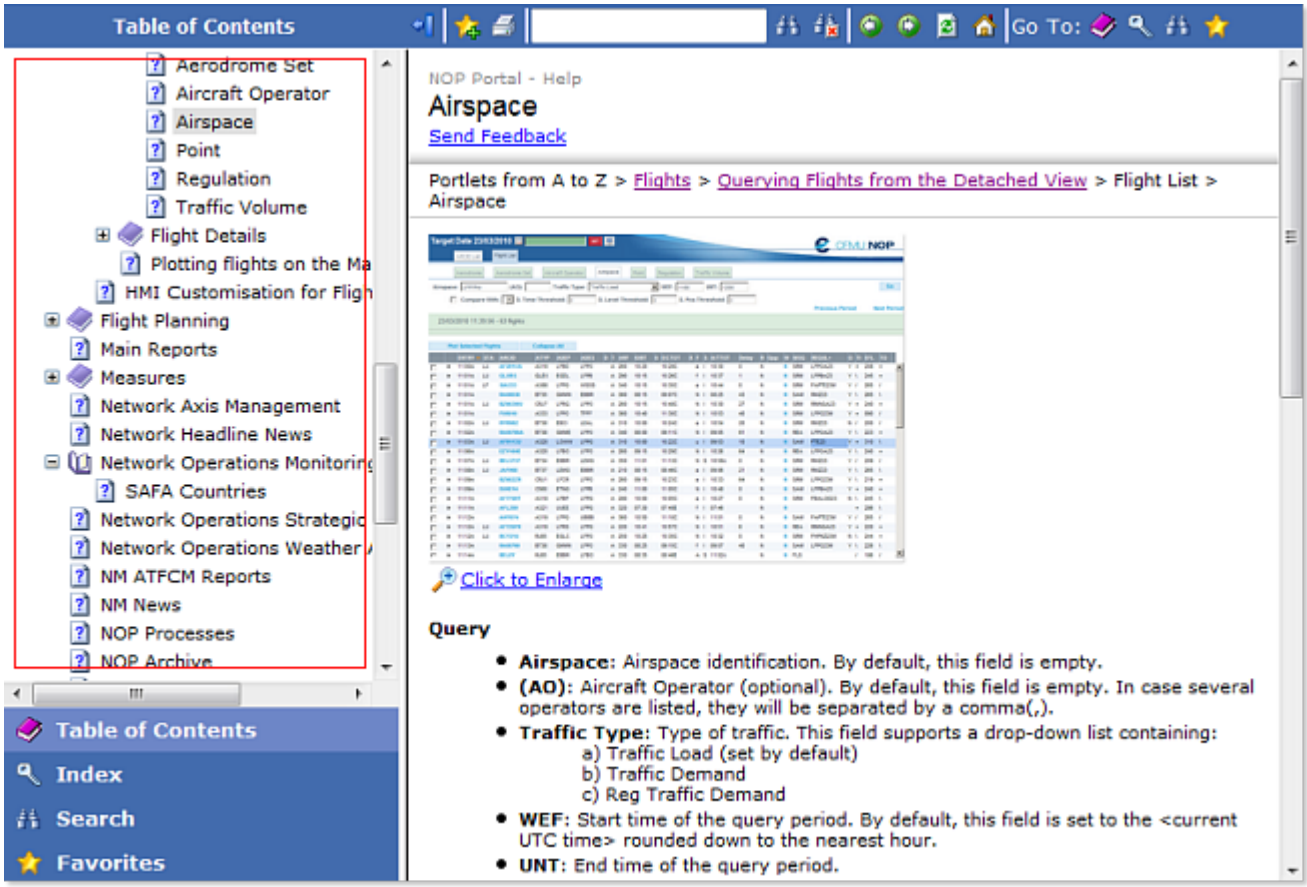


Table of Contents
Go To:
Aerodrome Set
Aircraft Operator
Airspace
Point
Regulation
Traffic Volume
Flight Details
Plotting flights on the Ma
HMI Customisation for Fligh
Flight Planning
Main Reports
Measures
Network Axis Management
Network Headline News
Network Operations Monitorin
SAFA Countries
Network Operations Strategic
Network Operations Weather
NM ATFCM Reports
NM News
NOP Processes
NOP Archive
Table of Contents
Index
Search
Favorites
NOP Portal - Help
Airspace
Send Feedback
Portlets from A to Z > Flights > Querying Flights from the Detached View > Flight List > Airspace
Click to Enlarge
Query
Airspace: Airspace identification. By default, this field is empty.
(AO): Aircraft Operator (optional). By default, this field is empty. In case several operators are listed, they will be separated by a comma(,).
Traffic Type: Type of traffic. This field supports a drop-down list containing:
a) Traffic Load (set by default)
b) Traffic Demand
c) Reg Traffic Demand
WEF: Start time of the query period. By default, this field is set to the <current UTC time> rounded down to the nearest hour.
UNT: End time of the query period.

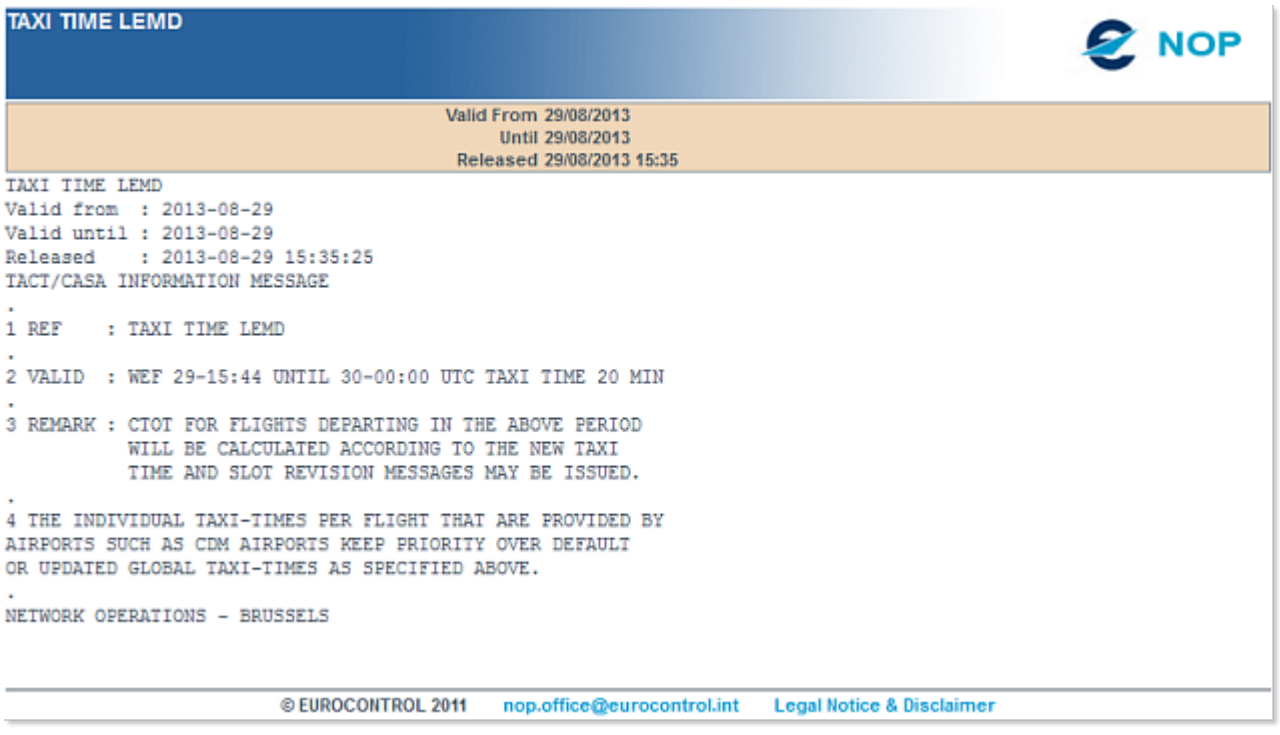
4.3 Detached Lists

A **Detached List** is a NOP window which opens when you click on the **more** link from a 'list' Portlet - typically a short table presenting the first items of a series:

This new window will list ALL items corresponding to the query:

Valid from	Until	Description	Released on
29/08/2013	29/08/2013	TAXI TIME LEMD	29/08/2013 15:35
28/08/2013	30/08/2013	NETWORK NEWS FRIDAY 30 AUGUST 2013	29/08/2013 14:42
29/08/2013	29/08/2013	TAXI TIME LEPA	29/08/2013 08:35
29/08/2013	29/08/2013	TAXI TIME LEPA	29/08/2013 08:33
29/08/2013	29/08/2013	TAXI TIME LROP	29/08/2013 08:27
29/08/2013	29/08/2013	TAXI TIME LEPA	29/08/2013 08:16
29/08/2013	29/08/2013	TAXI TIME LEPA	29/08/2013 07:45
29/08/2013	29/08/2013	TAXI TIME LROP	29/08/2013 06:49
29/08/2013	29/08/2013	TAXI TIME EIDW	29/08/2013 05:04
29/08/2013	29/08/2013	TAXI TIME EHAM	29/08/2013 04:50
29/08/2013	29/08/2013	TAXI TIME EHAM	29/08/2013 04:50
29/08/2013	29/08/2013	TAXI TIME EGKK	29/08/2013 03:54
29/08/2013	29/08/2013	TAXI TIME EHAM	29/08/2013 03:50
29/08/2013	29/08/2013	TAXI TIME EHAM	29/08/2013 03:48
29/08/2013	29/08/2013	TAXI TIME EHAM	29/08/2013 02:59
29/08/2013	29/08/2013	TAXI TIME EHAM	29/08/2013 02:59
29/08/2013	29/08/2013	TAXI TIME EHAM	28/08/2013 18:20
29/08/2013	29/08/2013	TAXI TIME LICC	28/08/2013 16:50
28/08/2013	29/08/2013	NETWORK NEWS THURSDAY 29 AUGUST 2013	28/08/2013 14:26
12/07/2013	01/09/2013	LFLB IFR ARRIVALS FORBIDDEN - UPDATE	12/07/2013 09:06
10/07/2013	30/09/2013	CONTINGENCY PROCEDURES IN HLLL FIR	10/07/2013 07:45

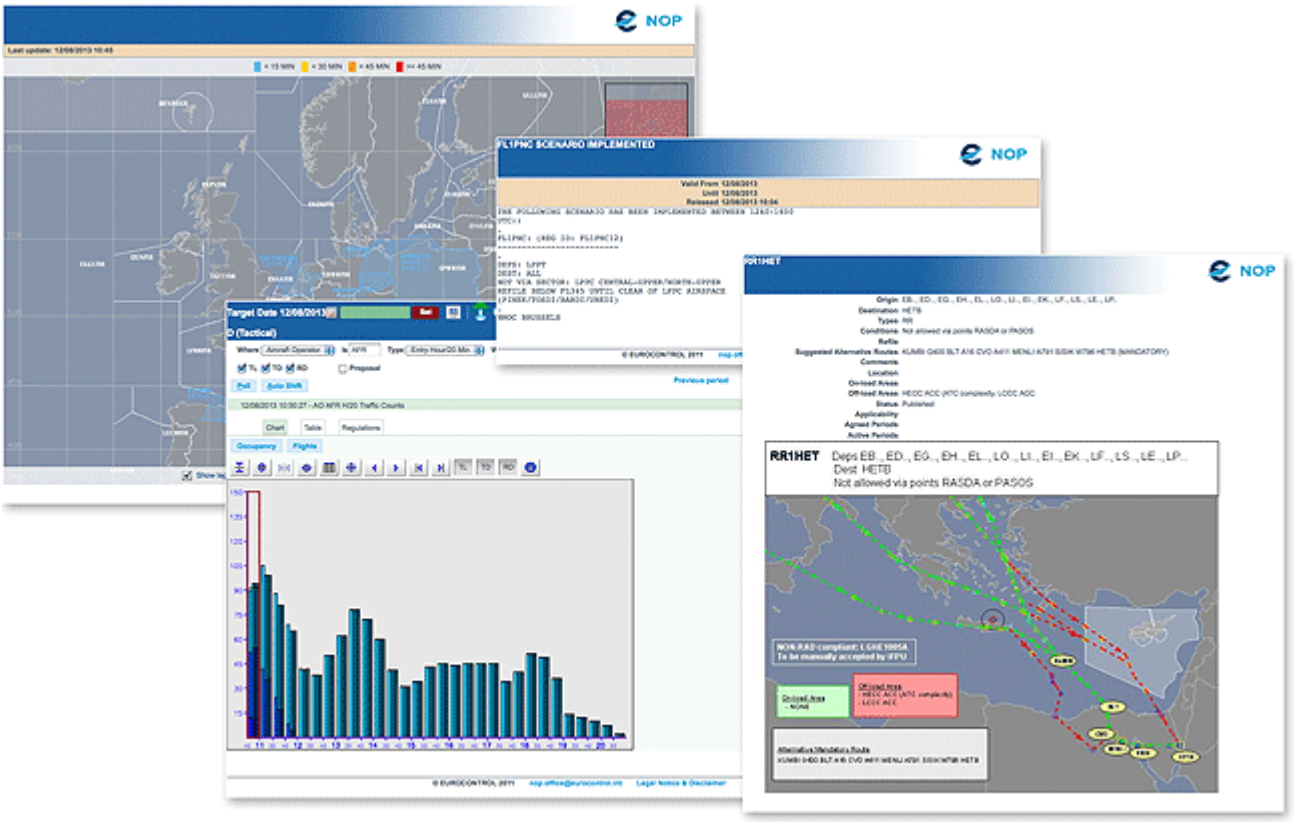
Clicking on one of them (in this example, **TAXI TIME LEMD**) will then open the corresponding Detached View:



4.4 Detached Views

Detached Views come in different sizes and layouts - depending on their content - but all having the same purpose:

- provide additional information to what was summarized on the parent Portlet
- allow to further dig in the data by means of elaborate querying.



Detached Views appear under the same NOP header reminding that they are issued from the Portal - be it on your screen or when printed. The header may also display the name of their portlet of origin when relevant.

A **Target Date selector** is sometimes also present in the header, to modify the dates for which queries can be launched.

Navigation tabs and query areas typically reside at the top of the window, whereas the body content can be of various nature:

- messages
- lists
- links
- etc.

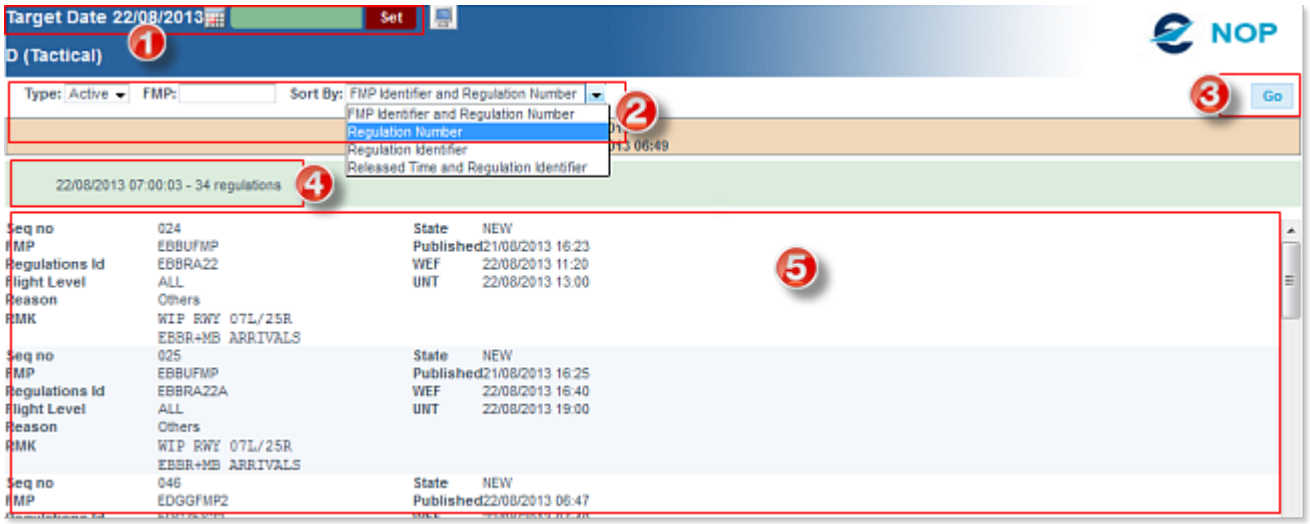
Whenever relevant, one -or more- query areas allow further filtering or sorting operations on the current query result, or the launch of new queries within the same context.

4.4.1 Querying from a Detached View

A number of Detached Views allow you to launch queries without the need to close the window and/or return to the Main View.

Some are very simple (like **ANM**), some more complex (like **Airspaces** in the **Airspace Data** Portlet).

When first opened from the Portlet, the **ANM Detached View** lists the ANMs for a given query (by default, for the currently set Target Date).



Overview

- The **1 Target Date** query field enables you to search for AIMs for a specific day - simply type in the new Target Date as `dd/mm/yyyy` (or use the **Date Picker** to the left of the date field) then click on the **Set** button.
- The filters **2 Type**, **FMP** and **Sort By** allow you to narrow down the query, which you launch with the **3 Go** button
- A **4 Timestamp** is generated on each query, as shown against the green background in the example above. It also indicates how many matches are found and listed. This area may also contain a paging slider - see here for more details in the **Paging (Section 4.4.2)** section.
- The matching results are **5** listed in the bottom part of the screen.

4.4.2 Paging

One of the features present on a number of Detached Views is the Slide Bar, part of the NOP **Paging system**.

In effect, a page slider appears under the Query area, in a light green box, when the query returns a list of matches too long to fit on a single screen.

This is how it looks like for a query having returned 611 matches, spread across 25 pages:

Simply move the pointer along the scale to display the relevant page. To help you select the right page, a tooltip appears as you mouse over the diffferent markers, indicating the range (first and last item displayed).

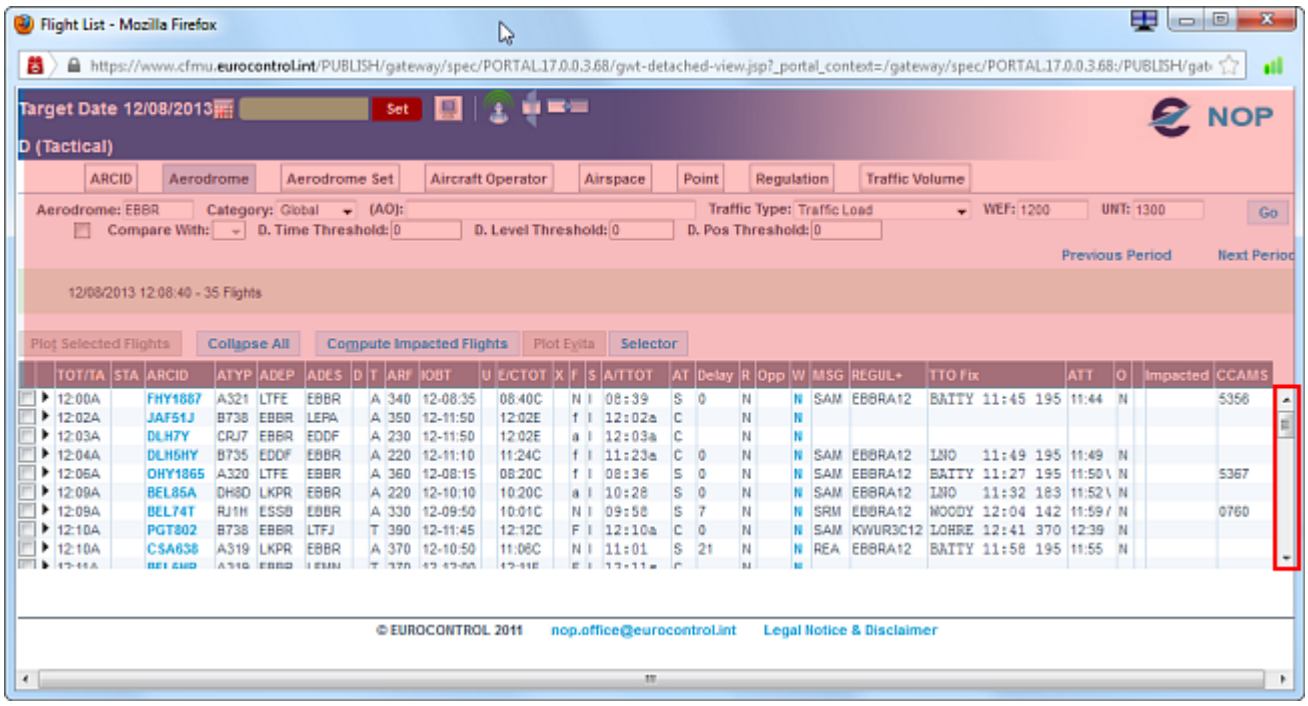
4.4.3 Printing mode

A **Display** toggle switch is present in the header of a **Detached View** displaying large tables (like i.e. in **Flights**, **Airspace Data**, ...)

This button switches between the **Screen** mode (set by default) to the **Print** mode - simply click on it to change mode.

Screen Mode

The vertical scrolling only affects the data tables. This allows the query area and the table headers to be visible at all times, for an easier on-screen usage and reading.

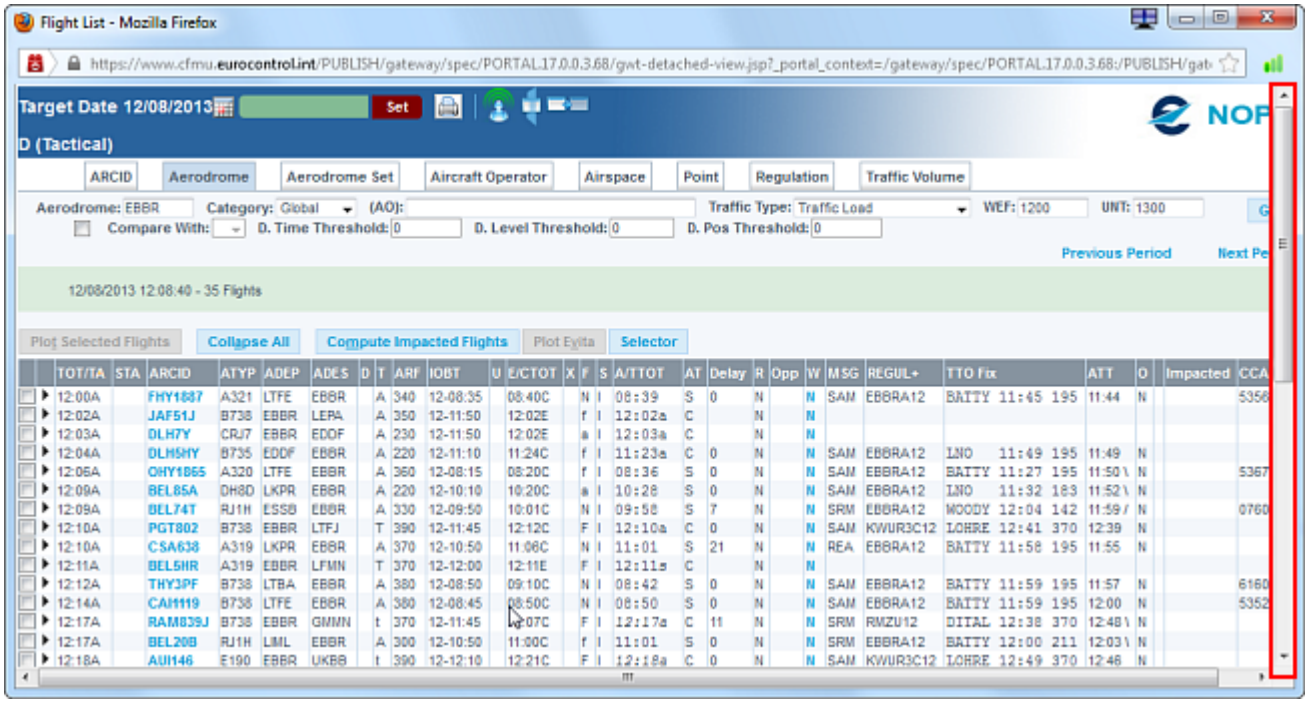


This setting is however ill-suited for printing, since it only prints what is visible in the window - and in some cases only one of the frames (the header OR the table).

Print Mode

This mode is used when you want to keep the header and the data together in one piece - typically for sending the whole content of a page to a printer.

See how the scroll bar on the left of the image now encompasses the whole window:

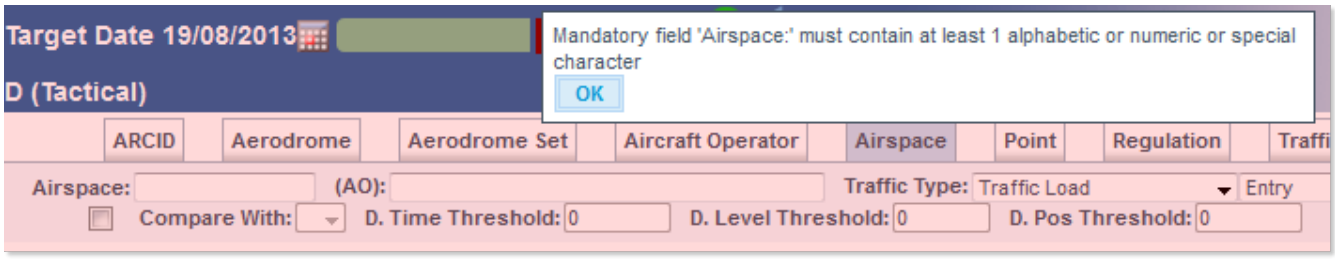

Flight List - Mozilla Firefox
Target Date 12/08/2013
Set
D (Tactical)
ARCID
Aerodrome
Aerodrome Set
Aircraft Operator
Airspace
Point
Regulation
Traffic Volume
Aerodrome: EBBR
Category: Global
(AO):
Traffic Type: Traffic Load
WEF: 1200
UNT: 1300
Compare With:
D. Time Threshold: 0
D. Level Threshold: 0
D. Pos Threshold: 0
Previous Period
12/08/2013 12:08:40 - 35 Flights
Plot Selected Flights
Collapse All
Compute Impacted Flights
Plot Eylta
Selector
TOT/TA STA ARCID ATYP ADEP ADES D T ARF IOBT U E/CTOT X F S A/TTOT AT Delay R Opp W MSG REGUL+ TTO Fix ATT O Impacted CCA
12:00A FHY1887 A321 LTFE EBBR A 340 12-08:35 08:40C N I 08:39 S 0 N N SAM EBBRA12 BATTY 11:45 195 11:44 N 5356
12:02A JAF51J B738 EBBR LEPA A 350 12-11:50 12:02E f I 12:02a C N N
12:03A DLH7Y CRJ7 EBBR EDDF A 230 12-11:50 12:02E a I 12:03a C N N
12:04A DLH5HY B735 EDDF EBBR A 220 12-11:10 11:24C f I 11:23a C 0 N N SAM EBBRA12 LNO 11:49 195 11:49 N
12:06A OHY1865 A320 LTFE EBBR A 360 12-08:15 08:20C f I 08:36 S 0 N N SAM EBBRA12 BATTY 11:27 195 11:50 N 5367
12:09A BEL85A DH8D LKPR EBBR A 220 12-10:10 10:20C a I 10:28 S 0 N N SAM EBBRA12 LNO 11:32 183 11:52 N
12:09A BEL74T RJ1H ESSB EBBR A 330 12-09:50 10:01C N I 09:58 S 7 N N SRM EBBRA12 MOODY 12:04 142 11:59 N 0760
12:10A PGT802 B738 EBBR LTFJ T 390 12-11:45 12:12C F I 12:10a C 0 N N SAM KWUR3C12 LOHRE 12:41 370 12:39 N
12:10A CSA638 A319 LKPR EBBR A 370 12-10:50 11:06C N I 11:01 S 21 N N REA EBBRA12 BATTY 11:58 195 11:55 N
12:11A BEL5HR A319 EBBR LFMN T 370 12-12:00 12:11E F I 12:11a C N N
12:12A THY3PF B738 LTBA EBBR A 380 12-08:50 09:10C N I 08:42 S 0 N N SAM EBBRA12 BATTY 11:59 195 11:57 N 6160
12:14A CAH119 B738 LTFE EBBR A 380 12-08:45 08:50C N I 08:50 S 0 N N SAM EBBRA12 BATTY 11:59 195 12:00 N 5352
12:17A RAM839J B738 EBBR GMMN t 370 12-11:45 12:07C F I 12:17a C 11 N N SRM RMZU12 DITAL 12:38 370 12:48 N
12:17A BEL20B RJ1H LIML EBBR A 300 12-10:50 11:00C f I 11:01 S 0 N N SRM EBBRA12 BATTY 12:00 211 12:03 N
12:18A AUI146 E190 EBBR UKBB t 390 12-12:10 12:21C F I 12:18a C 0 N N SAM KWUR3C12 LOHRE 12:49 370 12:46 N

4.4.4 Color overlays and (Error) Messages

When a query can not be performed, the Detached View window freezes and is shaded with a light red transparent overlay indicating that an error was encountered.

A pale yellow Alert box also appears, detailing the cause of the error, and if possible providing information on how to solve the problem.

You need to click on the **OK** button to close the Alert box, unfreeze the window and resume working.

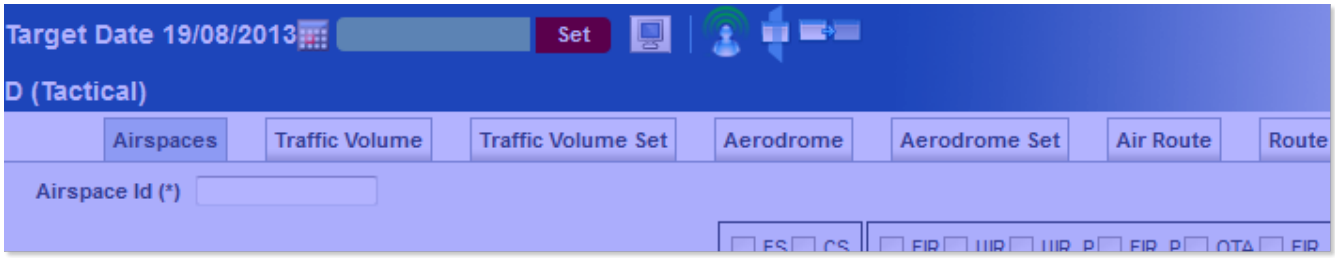


In the above example, the query was launched with no data in the **Airspace** search field - while it is a mandatory field which must contain at least 1 alphabetic or numeric character.

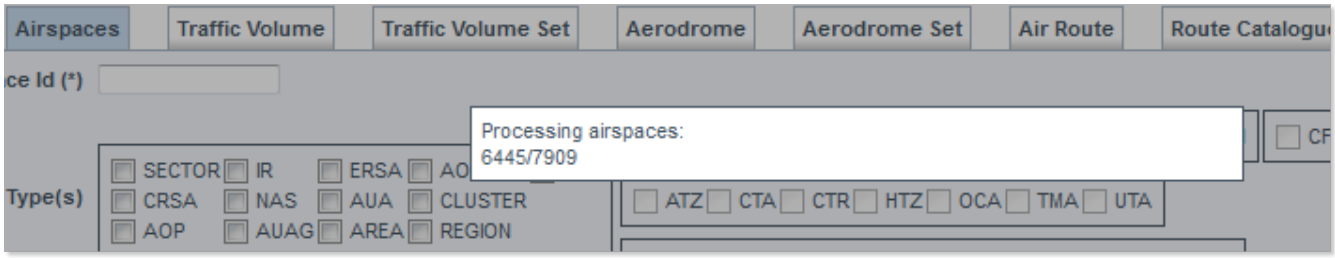
Loading data - Waiting time

Some queries can put a significantly heavy load on the Portal server, requiring some time to be processed and displayed back in your browser.

To provide a strong visual clue that your computer is indeed waiting for a response from the server and not simply frozen, the classical hourglass pointer has been replaced with a light indigo transparent overlay, telling you that your query is being processed:



For some queries requesting even more computing time, the blue overlay turns gray and comes along with a message indicating the process status:

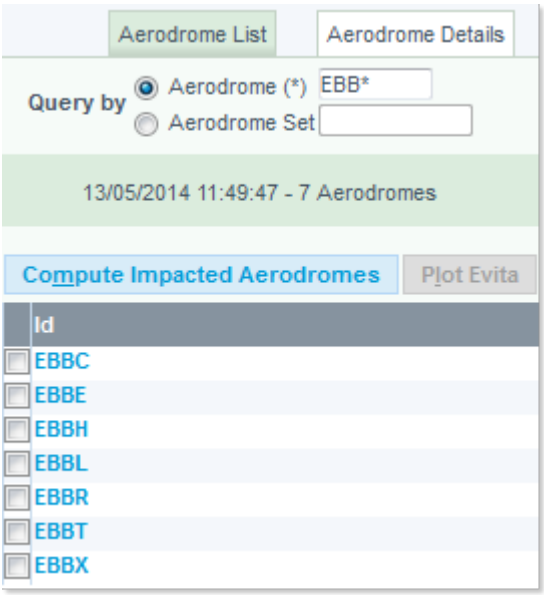


4.5 Using Wildcards

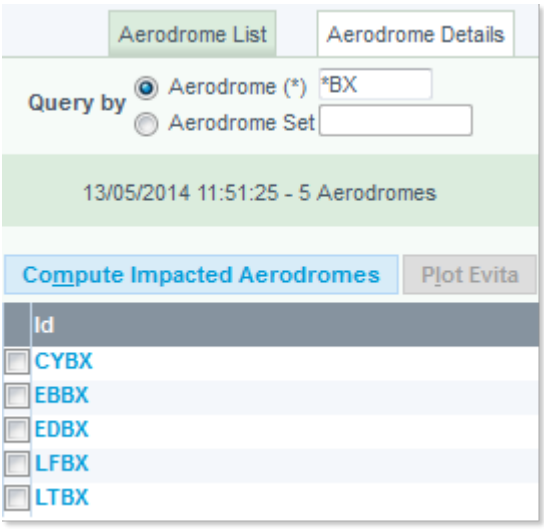
A wildcard is a special character or symbol (***** in the case of the NOP) that stands for one or more characters and is used in text string matching. This enables you to select multiple files with a single specification.

A few examples for ICAO codes:

EBB* returns **EBB**C, **EBB**E, **EBB**H, **EBB**L, **EBB**R, ...

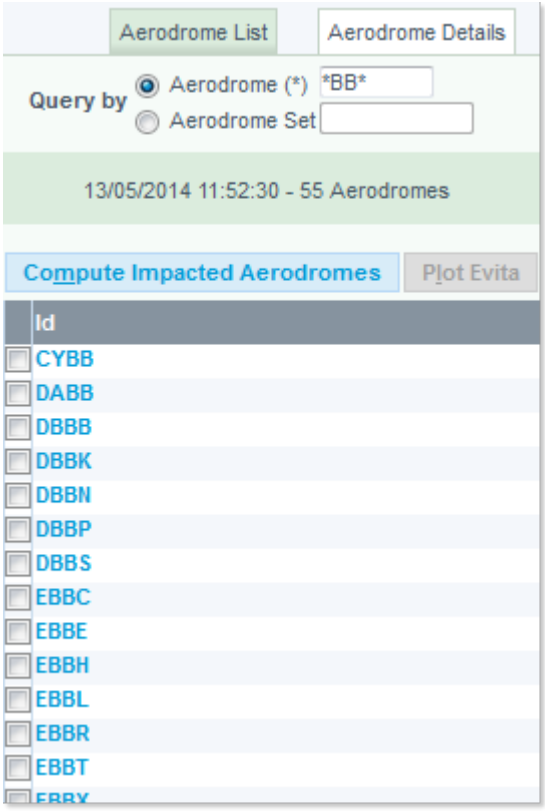


***BX** returns CY**BX**, EB**BX**, ED**BX**, LF**BX**, LT**BX**, ...



BB returns E**BB**C, E**BB**E, E**BB**H, E**BB**L, E**BB**R, ...

and also DA**BB**, DB**BB**, ... and many more other combinations with a trailing or potentially starting (if such a combination would exist in the ICAO context) '**BB**' letter group.



Note: the ***** symbol can stand for zero, one or several characters.

5 Portlets from A to Z

This section lists all NOP Portlets in alphabetical order.

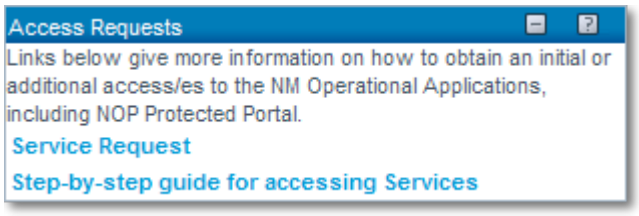
When opened for the first time, the NOP presents by default, all the currently available Portlets in their respective 'expanded mode'. This results in a very large amount of information, likely to make the Portal somewhat confusing to use.

The **Portal Customisation** enables you to store your preferences on how some sections of the portal will behave or look like, to best fit your working habits or areas of interest - and significantly reduce the size of the pages. The Portlets can be defined to be visible or invisible on the Portal Main View, resulting in a user-defined layout only displaying the selected items - and presenting them in a compact and practical way.

Please refer to the **Customise the NOP (on-line documentation)** section to learn how to optimise the NOP layout.

5.1 Access Requests

Typical Scope: RES



This Portlet has been designed for requesting the subscription to a **Network Manager Service.**

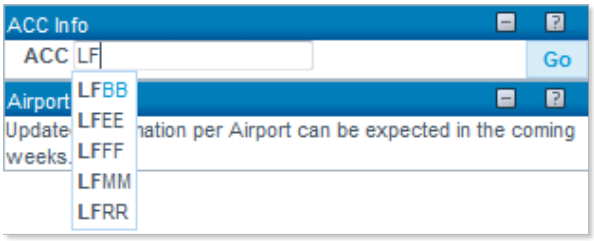
It covers in particular the subscription to a NM Operational Application, such as:

- NOP
- NMIR
- CCMS-Web
- the portfolio of CHMI applications
- etc.

5.2 ACC Info

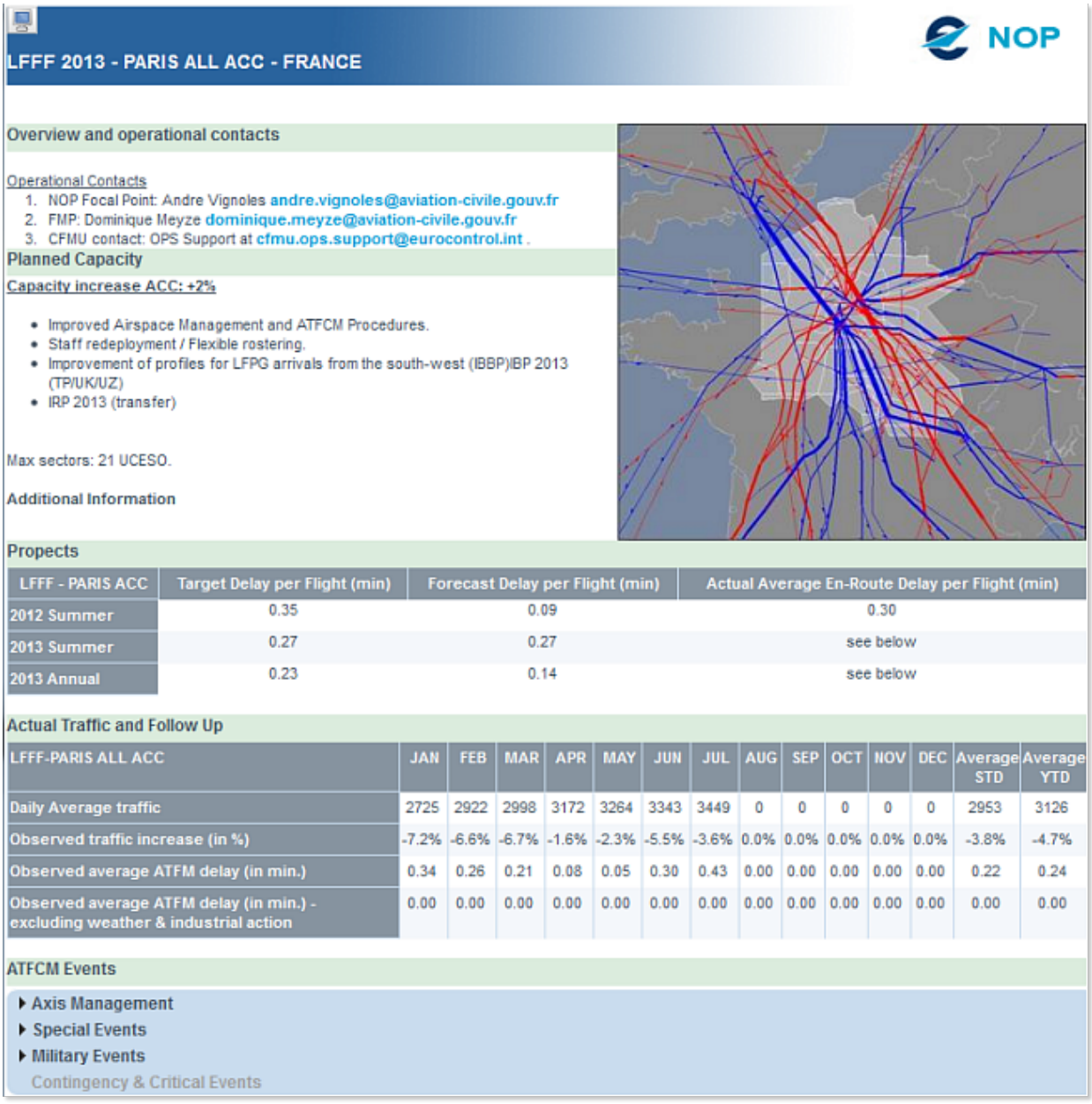
Typical Scope: STR

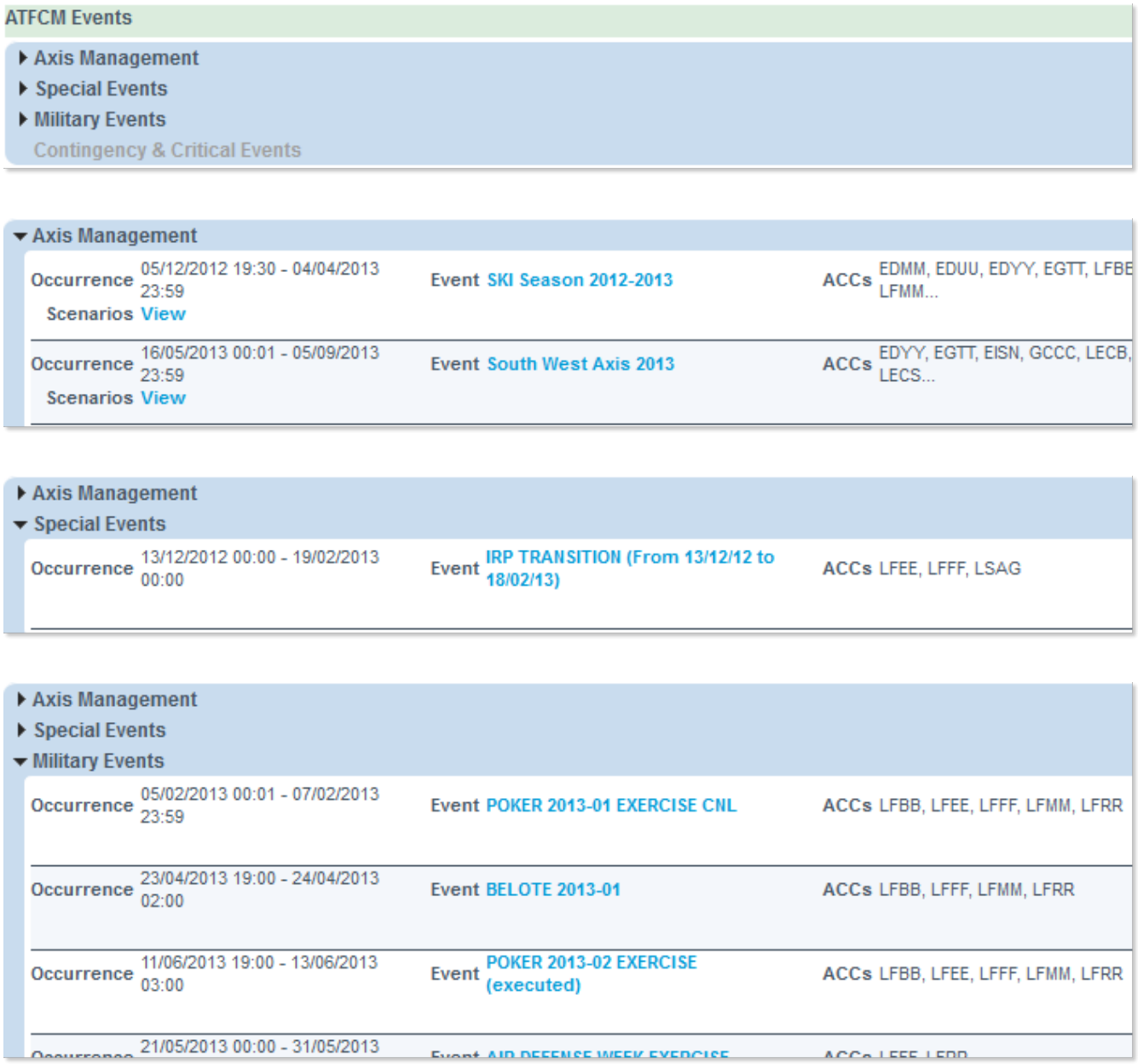
This Portlet allows you to view all the details for the queried **ACC**. An autosuggest mechanism will propose you, in a range gradually narrowing as you type in, all matching ACCs identified in the ACC plan whose display period include the current portal UTC date:



Detached View

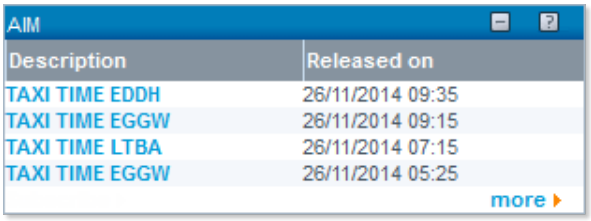
The **ACC Detached View** displays the ACC info for the selected ACC.




ATFCM Events
Axis Management
Special Events
Military Events
Contingency & Critical Events
Axis Management
Occurrence 05/12/2012 19:30 - 04/04/2013 23:59
Event SKI Season 2012-2013
ACCs EDMM, EDUU, EDYY, EGTT, LFBE LFMM...
Scenarios View
Occurrence 16/05/2013 00:01 - 05/09/2013 23:59
Event South West Axis 2013
ACCs EDYY, EGTT, EISN, GCCC, LECB, LECS...
Scenarios View
Axis Management
Special Events
Occurrence 13/12/2012 00:00 - 19/02/2013 00:00
Event IRP TRANSITION (From 13/12/12 to 18/02/13)
ACCs LFEE, LFFF, LSAG
Axis Management
Special Events
Military Events
Occurrence 05/02/2013 00:01 - 07/02/2013 23:59
Event POKER 2013-01 EXERCISE CNL
ACCs LFBB, LFEE, LFFF, LFMM, LFRR
Occurrence 23/04/2013 19:00 - 24/04/2013 02:00
Event BELOTE 2013-01
ACCs LFBB, LFFF, LFMM, LFRR
Occurrence 11/06/2013 19:00 - 13/06/2013 03:00
Event POKER 2013-02 EXERCISE (executed)
ACCs LFBB, LFEE, LFFF, LFMM, LFRR
21/05/2013 00:00 - 31/05/2013

5.3 AIM

Typical Scope: POS TAC PRE STR



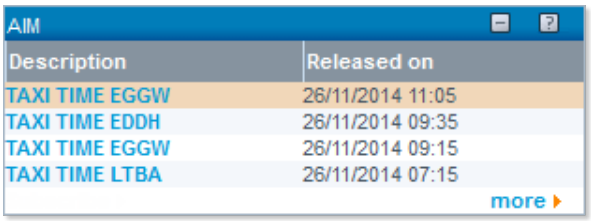
NM Operations send an $$**AIM**$$ (Air Traffic Flow and Capacity Management Information Message) to **inform** the Aviation community whenever they consider it relevant. These AIMs are also accessible through an AFTN address, via the CHMI Applications.

A simple table lists the most recent valid AIMs for the selected **Target Date**, giving as title a short **Description** of the message along with its **Released on** date and time.

> Note the **More** link at the bottom of the Portlet, which opens a **Detached View ('AIM List' in the on-line documentation)** listing **all AIMs** valid for the selected Target Date.Type your Note Box content here.

Highlights

Newly released AIM messages are displayed against a colored background, to draw the attention of the user.

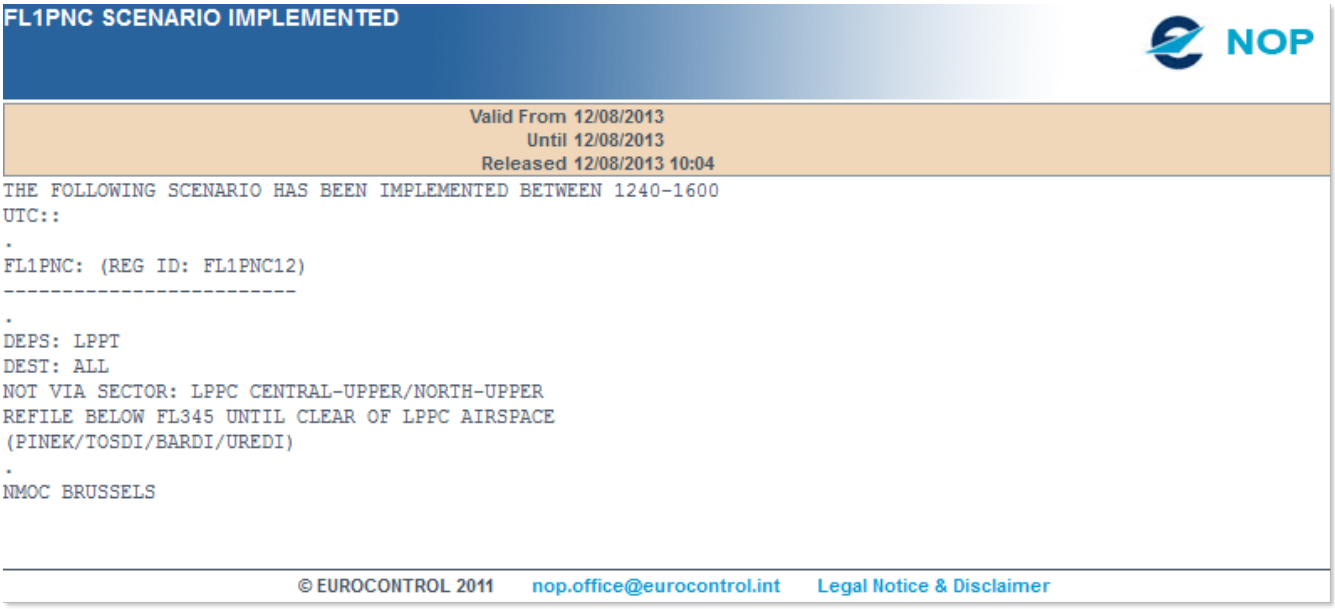


This highlight disappears when one of the actions below are performed:

- You manually refresh the Portal - and as a result reset the 15 min. timer
- You open the highlighted message (or any other message displayed in the Portlet).

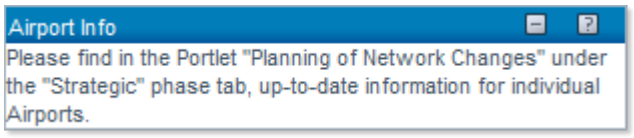
Opening an AIM

The light blue color of the AIM titles indicate a hyperlink opening a Detached View with the full AIM content, as shown in the example below.

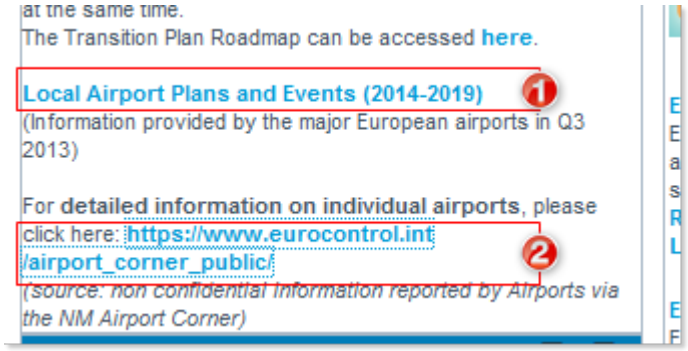


5.4 Airport Info

Typical Scope: POS STR



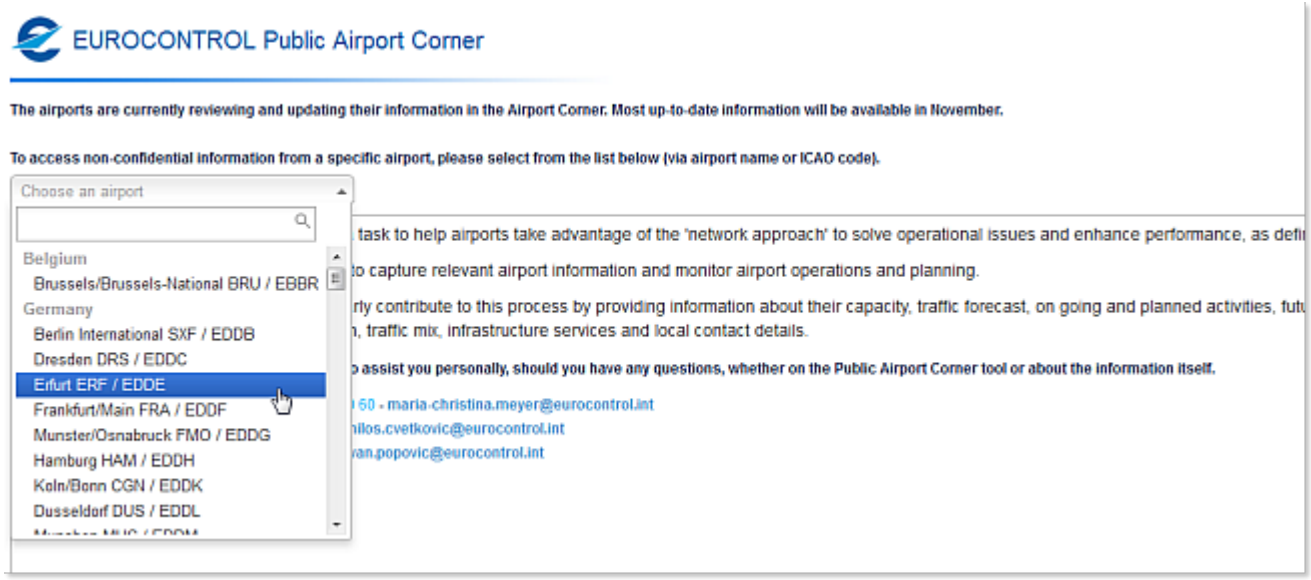
The **Airport Info** Portlet currently prompts you to open a couple of links presented in the **Planning of Network Changes** Portlet:



1 - The **Local Airport Plans and Events** document *(information provided by the major European airports in Q3 2013)*:

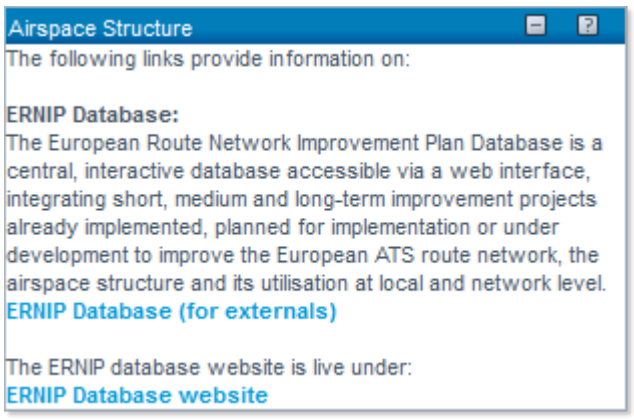
EUROPEAN NETWORK OPERATIONS PLAN 2014-2019	Owner: DNM/IOM/Airport Unit			Last update: 22/01/2014																			
Local plans for individual Airports	2014				2015				2016				2017				2018				2019			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Alicante																								
New rapid exit taxiway for runway 28																								
Screed of taxiway C6																								
Airfield works on visual aids (special runway guard lights)																								
Amsterdam Schiphol																								
Nuclear security summit																								
Barcelona																								
Change of nomenclature of rapid exit taxiways of runway 07L/25R																								
New configuration of apron Rampa 1 - new taxiway and stands closure																								
Change of nomenclature of stands: Rampa 0,1,2,3 and 4																								
Bergen Flesland																								
Building a new terminal																								
Berlin																								
Closure of Berlin Tegel and opening of the new Berlin International Airport	Opening date is not officially known at the moment.																							
Bologna																								
Manoeuvring area recurrent maintenance																								
Apron Management Service on trial basis provided on Apron 1,2 and 3																								
Brussels																								
Airport airside capacity planning method implementation																								

2 - the **Public Airport Corner** website (*non confidential information reported by Airports via the **NM Airport Corner***):



5.5 Airspace Structure

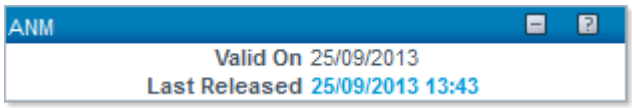
Typical Scope: STR



The **Airspace Structure** Portlet presents some elements formerly carried by the seasonal Network Operations Plan.

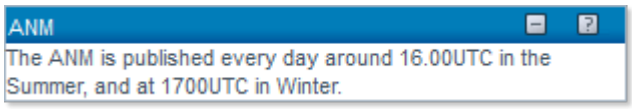
5.6 ANM

Typical Scope: POS TAC PRE

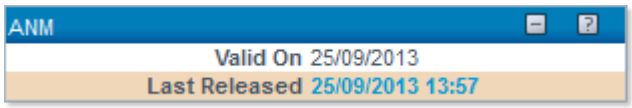


The **ANM** (ATFCM Notification Message) is a message issued by the NM Operations to **notify** all concerned in the Aviation community of any ATFCM regulations. The ANMs resulting from the ATFCM Daily Plan are sent the day before the day of operations upon finalisation and release of the plan around 16.00/17.00 UTC summer/winter time.

When the data is not yet available, this is what is shown on the NOP:

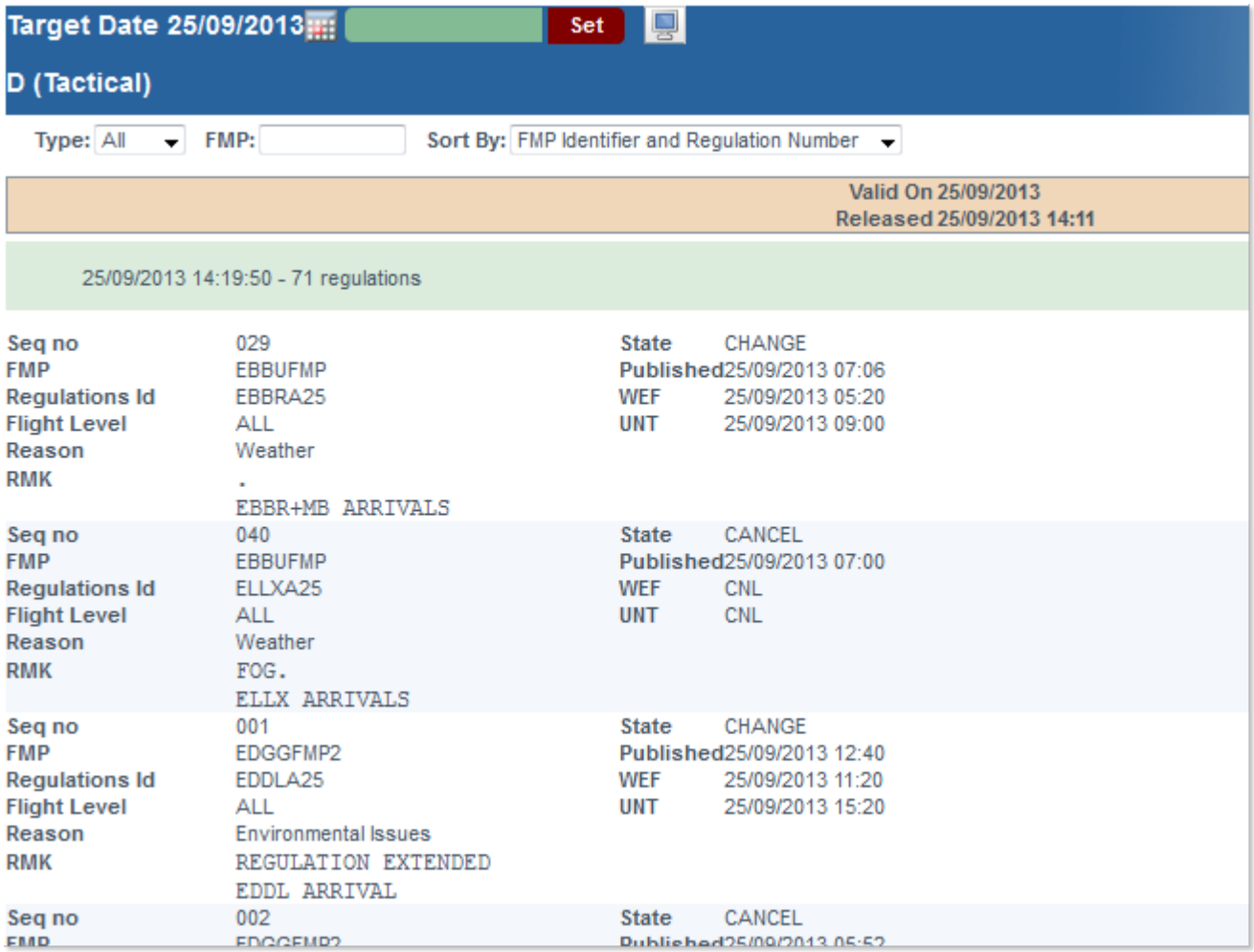


Each ANM has an associated released date/time stamp. When the Portlet is refreshed - and if the ANM has a newer date/time stamp than the former one - the "new" item is displayed against a colored background, to draw the attention of the user:



Note: Clicking on the link returns the Portlet to its normal status (the color background is removed).

Clicking on the highlighted link opens the **ANM List** window depicted below, listing all regulations matching the default query - which means all regulations for the selected **Day of Operation**, with no filter applied, and sorted by FMP Identifier and Regulation Number.



ANM Query

The Query area at the top of the window features 3 filtering and sorting options:

Type: (select)

- All

- Active

FMP: (text)

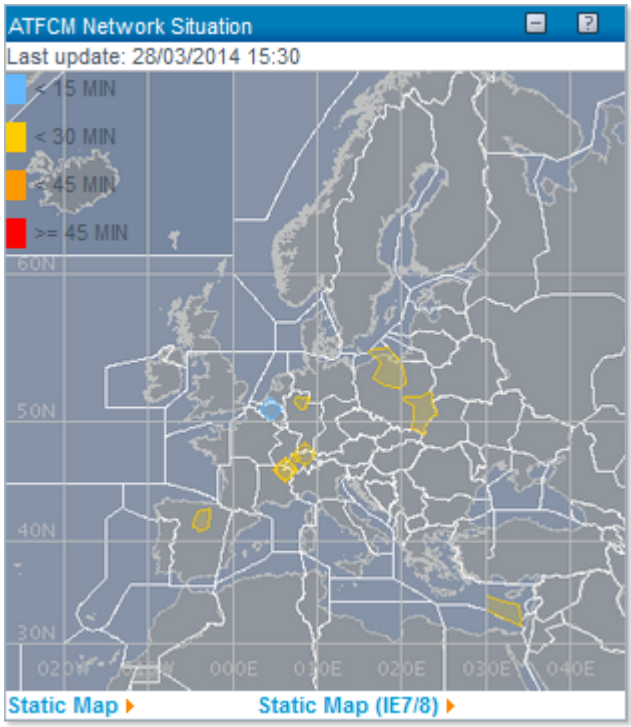
Enter the exact name of the searched FMP (wildcards are not effective here)

Sort by: (select)

- FMP Identifier and Regulation Number
- Regulation Number
- Regulation Identifier
- Released Time and Regulation Identifier

5.7 ATFCM Network Situation

Typical Scope: POS TAC



The **ATFCM Network Situation** displays a map of Europe, where certain ACC areas are colour coded to indicate ATFCM delays for these areas.

Four types of delays are displayed, ranging from over 45 minutes to less than 15 minutes.

- < 15 min
- < 30 min
- < 45 min
- >= 45 min

Two links appear at the bottom of the Portlet, namely **Static Map** and **Static Map (IE7/8).**

The **Static Map (Section 5.7.1)** link opens a screenshot of the Network Situation, refreshed on a regular basis. It does however not allow you to launch queries, plot various entities and get realtime details on various elements such as regulation delays, flights, etc - wich come with the **Interactive Map** application presented on the **Protected NOP**.

The **Static Map (IE7/8) (Section 5.7.2)** link does the same as the **Static Map** - to be preferred if you are using **Internet Explorer 7** or **Internet Explorer 8** (to overcome possible compatibility issues).

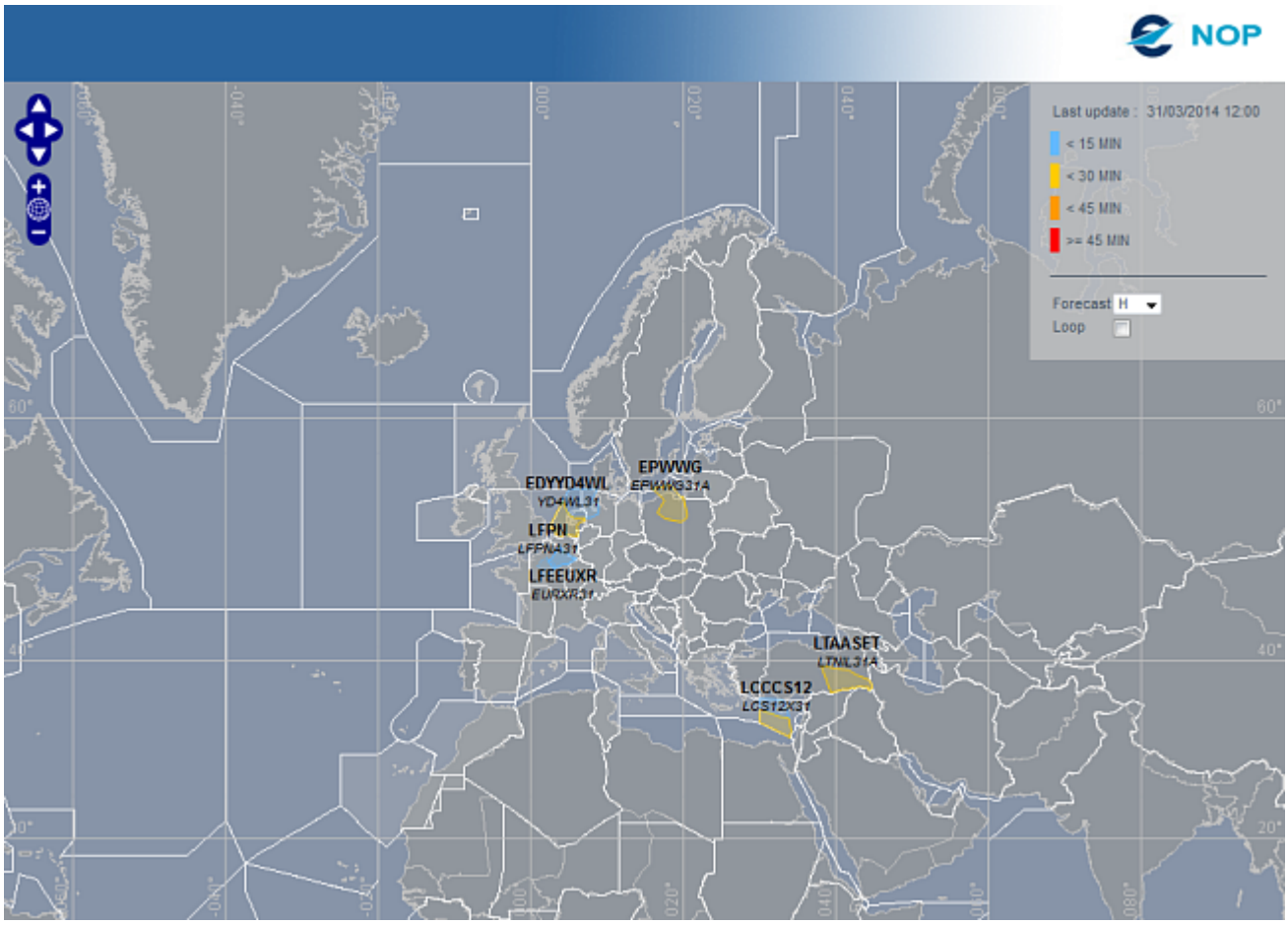
When in Tactical phase, the **ATFCM Network Situation** displays a map of Europe, where certain elements are colour coded to indicate the **foreseen** ATFCM delays for these elements at the time of consultation.

In the Post-Operations phase, the **ATFCM Network Situation** map for the selected target date displays the **cumulated** ATFM delay recorded per ACC over that day (00:00 am to 11:59 pm), displayed with the same color code as in the Tactical phase.

5.7.1 Static Map

The **Static Map** displays a 'snapshot' of the actual **Interactive Map** (visible to registered users of the Protected Portal).

The **More** button on the **ATFCM Network Situation** Portlet has opened the detached view with a full screen view of the map.



Navigation Aid

Navigation aid is provided with a set of 'pan' and 'zoom' buttons:

- The arrows reveal the map in the direction indicated
- The **+** and **-** sign zoom respectively **in** and **out**. The grid icon resets the zoom factor and map position to their default values.

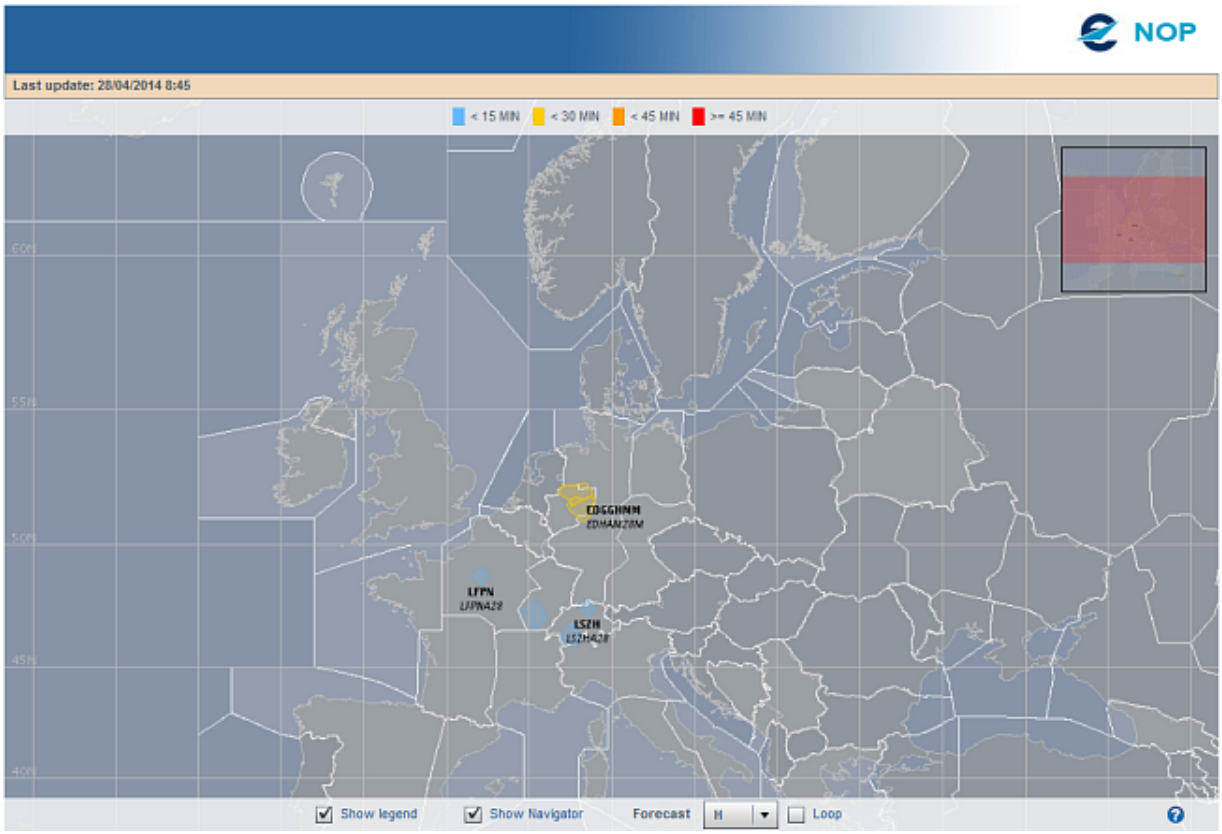
Tip: You can also use the mouse wheel to zoom in and out - or click and hold the left mouse button to pan the map.

Display Refresh

While in **Loop Mode** (when the **Loop** check box is ticked), the display is refreshed every 30 seconds, looping through an H to H+4 cycle as selected with the **Forecast** menu:

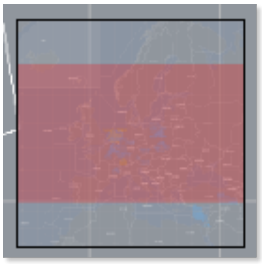
5.7.2 Static Map (IE7/8)

The **More** button on the **ATFCM Network Situation** Portlet has opened the detached view with a full screen view of the map.



The legend explaining the colour codes can be displayed or hidden by means of the **Show Legend** check box:

A navigator can also be displayed or hidden by means of the **Show Navigator** check box:



It consists of a miniature version of the complete area which can be shown on the window. The highlighted area in the navigator indicates the part of the of the map actually displayed in the window.

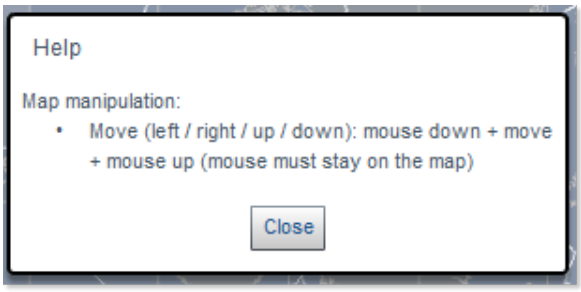
To scroll the visible part of the map:

1. bring your mouse over the map area - the pointer will turn into a hand
2. click and scroll (up / down) to reveal the desired part of the map.

The **Show Legend** and **Show navigator** options are located in the toolbar is provided at the bottom of the map:

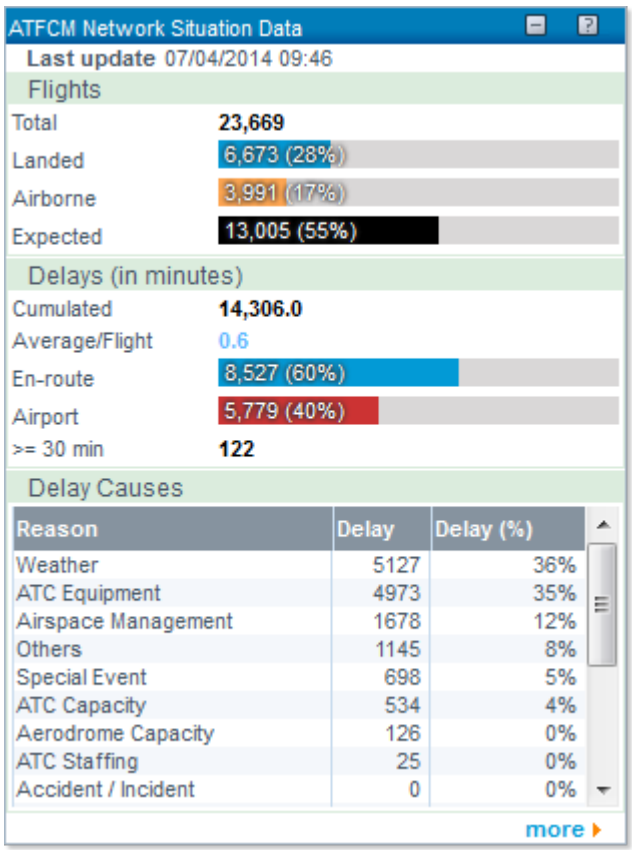
While in **Loop Mode** (when the **Loop** check box is ticked), the display is refreshed every 30 seconds, looping through an H to H+4 cycle as selected with the **Forecast** menu:

The toolbar also features a **Help** button bringing up instructions for moving around in the map:



5.8 ATFCM Network Situation Data

Typical Scope: POS TAC



The ATFCM Situation Data Portlet is complementary to the Map displayed right above it, in the **ATFCM Network Situation** Portlet. It provides high level indicators at Network level on the real time status of:

- traffic
- delays
- delay causes.

The indicators are refreshed every 10 minutes by the ETFMS system. Every hour, a screenshot of the indicators is taken and archived. This allows displaying the evolution of the ATFCM Situation over the day.

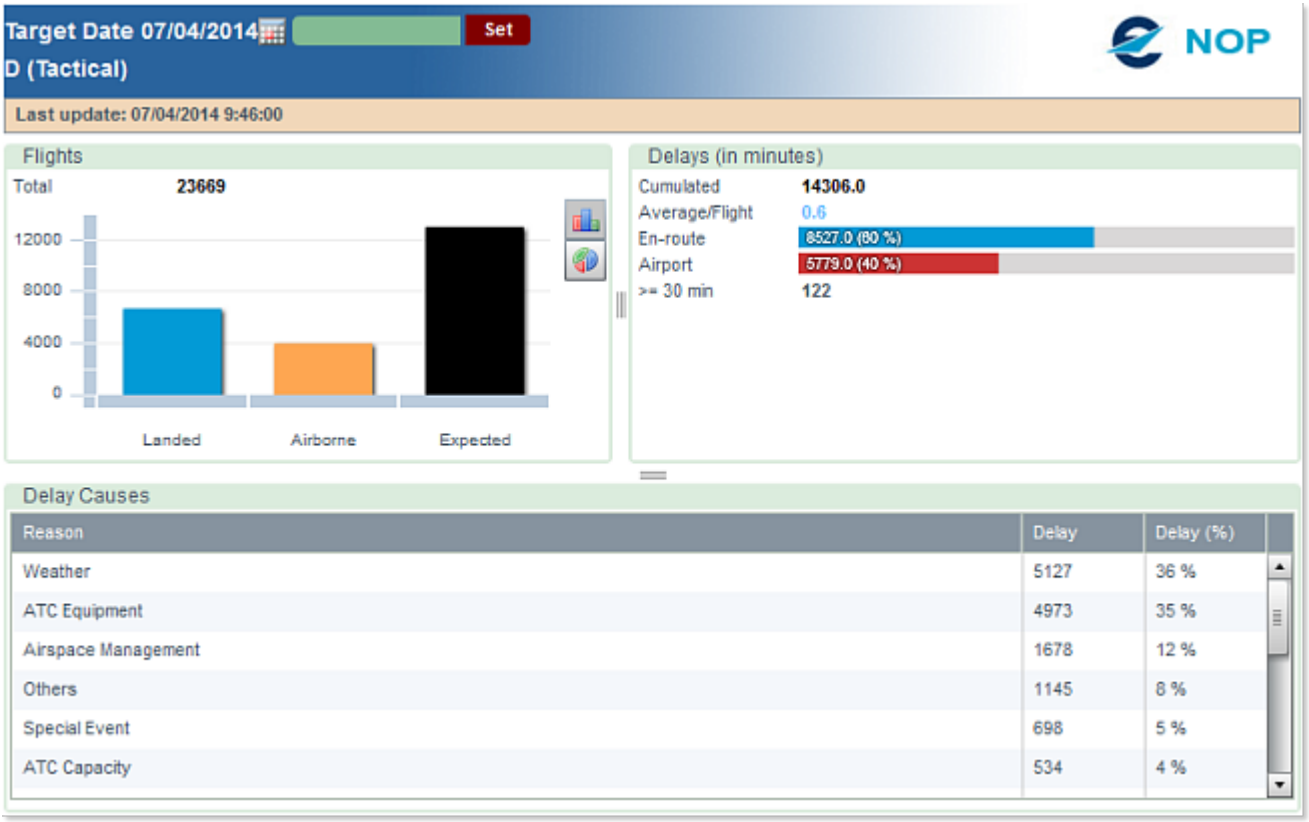
By clicking on the **More** button, a detached view appears which provides:

- Customisable graphical representations of the indicators,
- A list of the delay causes with sorting functions.

5.8.1 The ATFCM Situation Data Detached View

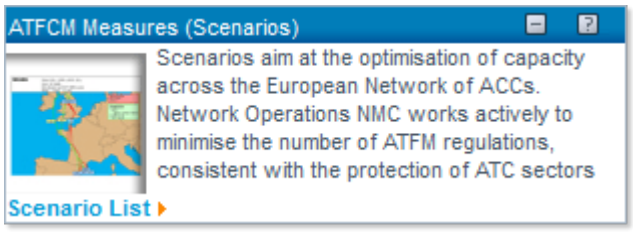
The **ATFCM Situation Data** Detached View comprises the 3 same sections as the Portlet, only to provide more details on their respective scope:

1. **Flights** are rendered in a graphical way, allowing you to switch between pie chart and bar graph modes.
2. The **Delays in minutes** and the **Suspended Flights**, similar to the one provided in the Portlet.
3. And finally the **Delay Causes.**
   The Delay Causes table contains the regulations for the Target Day.
   You can click anywhere in the column headers to sort the data as you need (ascending or descending).



5.9 ATFCM Measures (Scenarios)

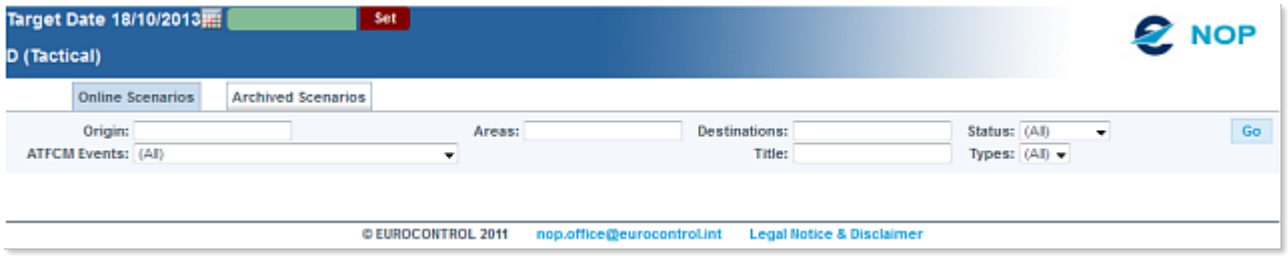
Typical Scope: TAC PRE STR



The **ATFCM Measures (Scenarios)** Portlet provides the **Scenario List** link, which opens the **ATFCM Scenarios List (Section 5.9.1)** Detached View.

5.9.1 The ATFCM Scenarios Detached View

Online Scenarios



This is the header of the **Scenarios List** Detached View, as it opens by default with the **Online Scenarios** tab selected.

5.9.1.1 Content of the query area

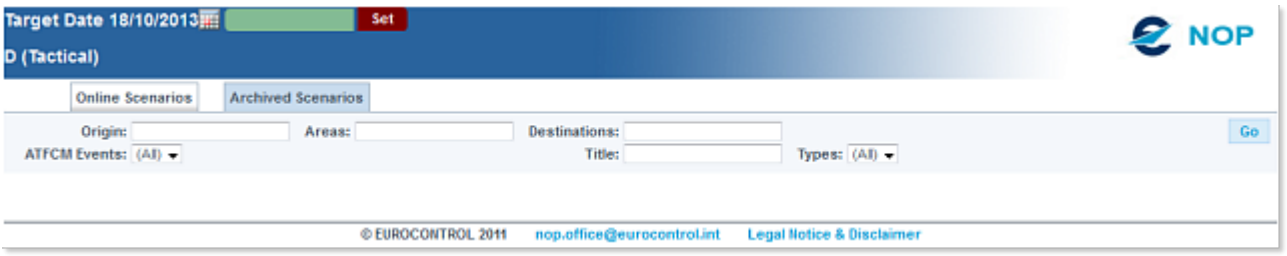
- **Origin:** Where the flow of the traffic to which the scenario applies, is coming from.
- **ATFCM Events**: Drop-down list of events valid for the selected Target Date.
- **Area**: The specific airspace(s)/point(s) of congestion alleviated by the application of the scenario.
- **Destination**: Where the flow of the traffic to which the scenario applies, is going to.
- **Title**: the Scenario name.
- **Status:** allows you to filter the query by status.
  Possible values can be:

a) **Only Active**
b) **Non-Draft**
c) **Only Draft**

- **Types:** Type(s) of scenarios - select one or more:
  Possible values can be:
  - a) **AR** - Alternative Route scenario.
    b) **FL** - Flight Level scenario
    c) **PR** - Preferred Routing scenario.
    d) **RR** - Re-Route scenario.

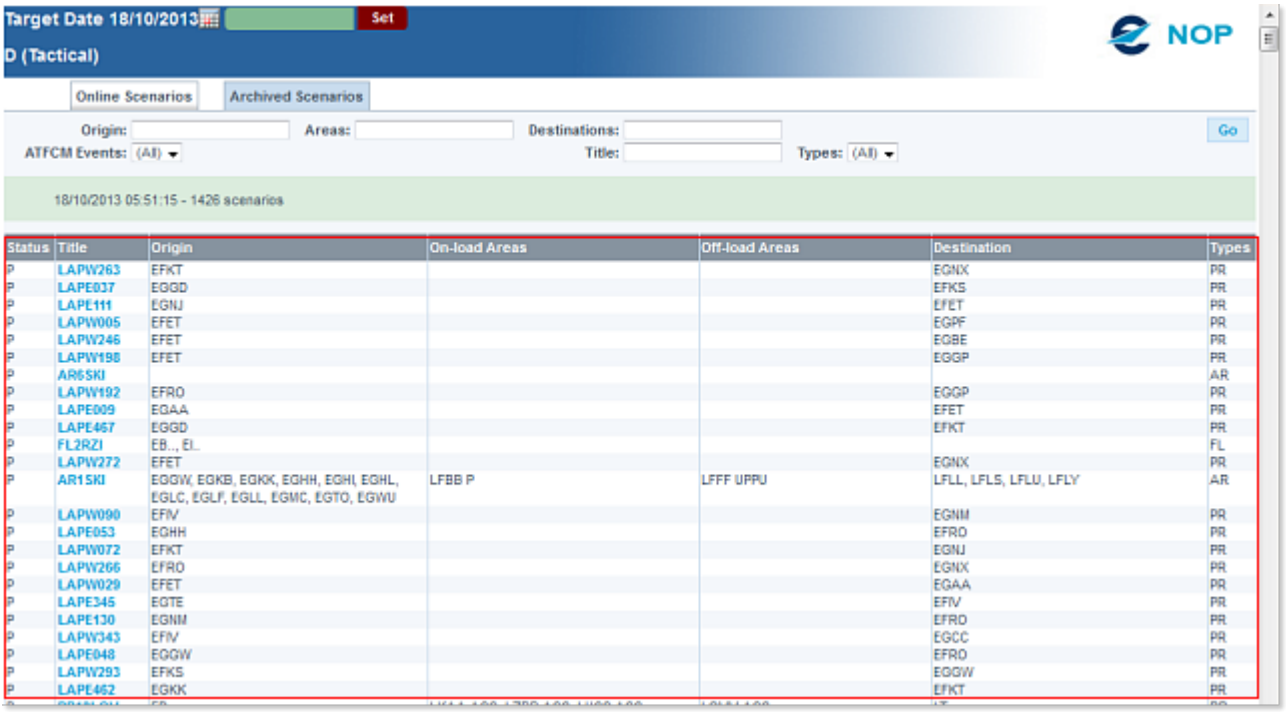
Note that the **Target Date** can also be changed in the header of the detached view, to any other date in the future or in the past.

Archived Scenarios



Selecting the **Archived Scenarios** brings a new query area, very similar to the one in use for the **Online Scenarios** - except for the **Status** filter.

Result



Status	Title	Origin	On-load Areas	Off-load Areas	Destination	Types
P	LAPW263	EFKT			EGNX	PR
P	LAPE037	EGGD			EFKS	PR
P	LAPE111	EGNJ			EFET	PR
P	LAPW005	EFET			EGPF	PR
P	LAPW246	EFET			EGBE	PR
P	LAPW198	EFET			EGGP	PR
P	AR6SKI					AR
P	LAPW192	EFRO			EGGP	PR
P	LAPE009	EGAA			EFET	PR
P	LAPE467	EGGD			EFKT	PR
P	FL2RZI	EB..., EI..				FL
P	LAPW272	EFET			EGNX	PR
P	AR1SKI	EGGW, EGKB, EGKK, EGHH, EGHI, EGHL, EGLC, EGLF, EGLL, EGMC, EGTO, EGWU	LFBB P	LFFF UPPU	LFLL, LFLS, LFLU, LFLY	AR
P	LAPW090	EFIV			EGNM	PR
P	LAPE053	EGHH			EFRO	PR
P	LAPW072	EFKT			EGNJ	PR
P	LAPW266	EFRO			EGNX	PR
P	LAPW029	EFET			EGAA	PR
P	LAPE345	EGTE			EFIV	PR
P	LAPE130	EGNM			EFRO	PR
P	LAPW343	EFIV			EGCC	PR
P	LAPE048	EGGW			EFRO	PR
P	LAPW293	EFKS			EGGW	PR
P	LAPE462	EGKK			EFKT	PR

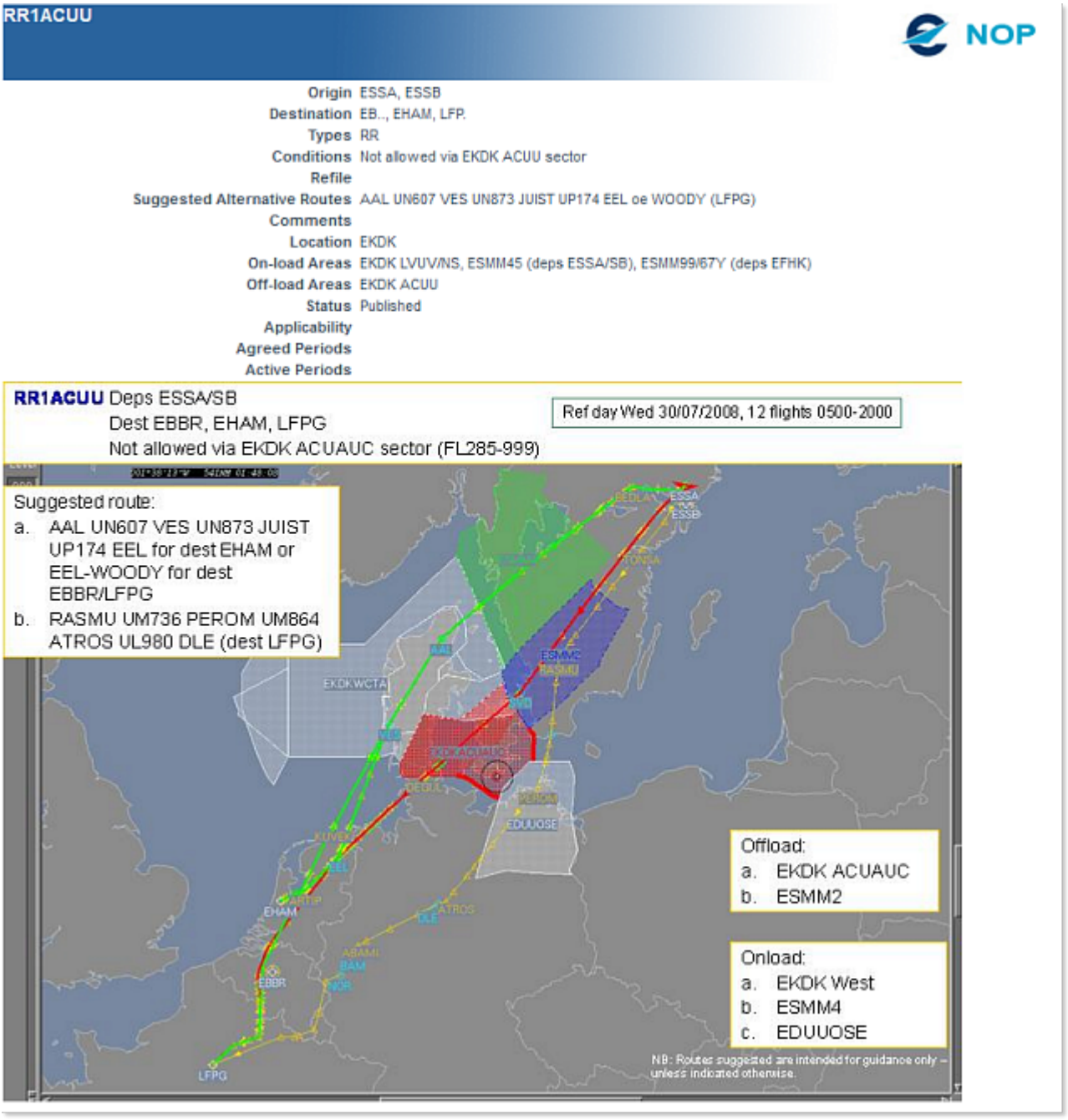
5.9.1.2 Content of the Result area

- **Status**
- **Title**
- **Origin**
- **On-load Areas**
- **Off-load Areas**
- **Destination**
- **Types**

Finally, clicking on one of the Scenarios identifier (in blue in the Title column) opens a **Scenarios Detail (Section 5.9.2)** window.

5.9.2 Consulting a Scenario Details

Scenario Details can come with or without a picture, as shown on the two examples below.



Definitions of the field labels

- **Identifier**: The Scenario name (in the blue header)
- **Origin**: Where the flow of the traffic to which the scenario applies, is coming from.
- **Destination**: Where the flow of the traffic to which the scenario applies, is going to.
- **Types:**
  AR - Alternative Route scenario: A route (usually non-RAD compatible) opened to alleviate congestion in an area. Due to the non-standard nature of the route, this flow is usually regulated when available.
  FL - Flight Level Cap scenario: the flow of traffic is level-capped (for a portion of its route) to take it out of a congested area.
  PR - Preferred Routing scenario: a suggested route which the concerned ACCs on a particular axis would prefer the flow to follow. This field can be empty.
  RR - Re-Route scenario: the flow of traffic is forced to refile geographically to avoid a congested area.
- **Refile**: Specific condition(s) to which the of traffic is required to comply.
- **Suggested Alternative Routes**: Proposed profiles for the Aircraft Operators to consider when selecting a route in order to comply with the **Condition(s)**
- Comments: Used to provide additional information relating to the scenario. For example: RAD restrictions which will be ignored by IPFS to allow compliance with the **Condition(s)** or **Refile** fields.
- **Location** (Area): The specific airspace(s)/point(s) of congestion alleviated by the application of the scenario.
- **On-load Areas**: The key airspaces which may expect to receive additional traffic as a result of the application of the scenario.
- **Off-load Areas**: The key airspaces which may expect to receive less traffic as a result of the application of the scenario.

- **Applicability**: If the availability of the scenario for the ATFCM use is limited to a specific period they are listed here. For example: weekend only during the ski season.
- **Status**: can be either Published, Agreed or Active
    - **Published**: Used to indicate if the scenario is in 'draft' mode or has been 'published' for operational use.
    - **Agreed**: The specific periods (dates + hours) for which the concerned FMPs and Network Operations Division have agreed to apply the scenario.
    - **Active**: The actual specific periods (dates + hours) for which the scenario is/was applied, derived from the ETFMS.

Explanations of the map labels

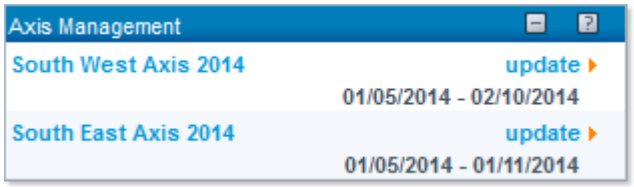
Map labels contain information from the scenario definition and are used to highlight on the map items of specific interest or which are worthy of particular care and attention.

5.10 Axis Management

Typical Scope: TAC PRE

Axis Management is a CDM process which optimises seasonal flows of traffic across the European Network.
The process starts in advance and has as an output ATFCM Measures (e.g., re-routings, FL capping or alternative routings) that would be further consolidated and applied on the day of operations.
This output is discussed and agreed through dedicated CDM conferences (either via a meeting or an e-conference) and there is a monitoring process to fine-tune the event management as well.

The **Axis Management** Portlet presents a short list of links to **Network Events (Section 5.22.1)** dedicated to Axes.

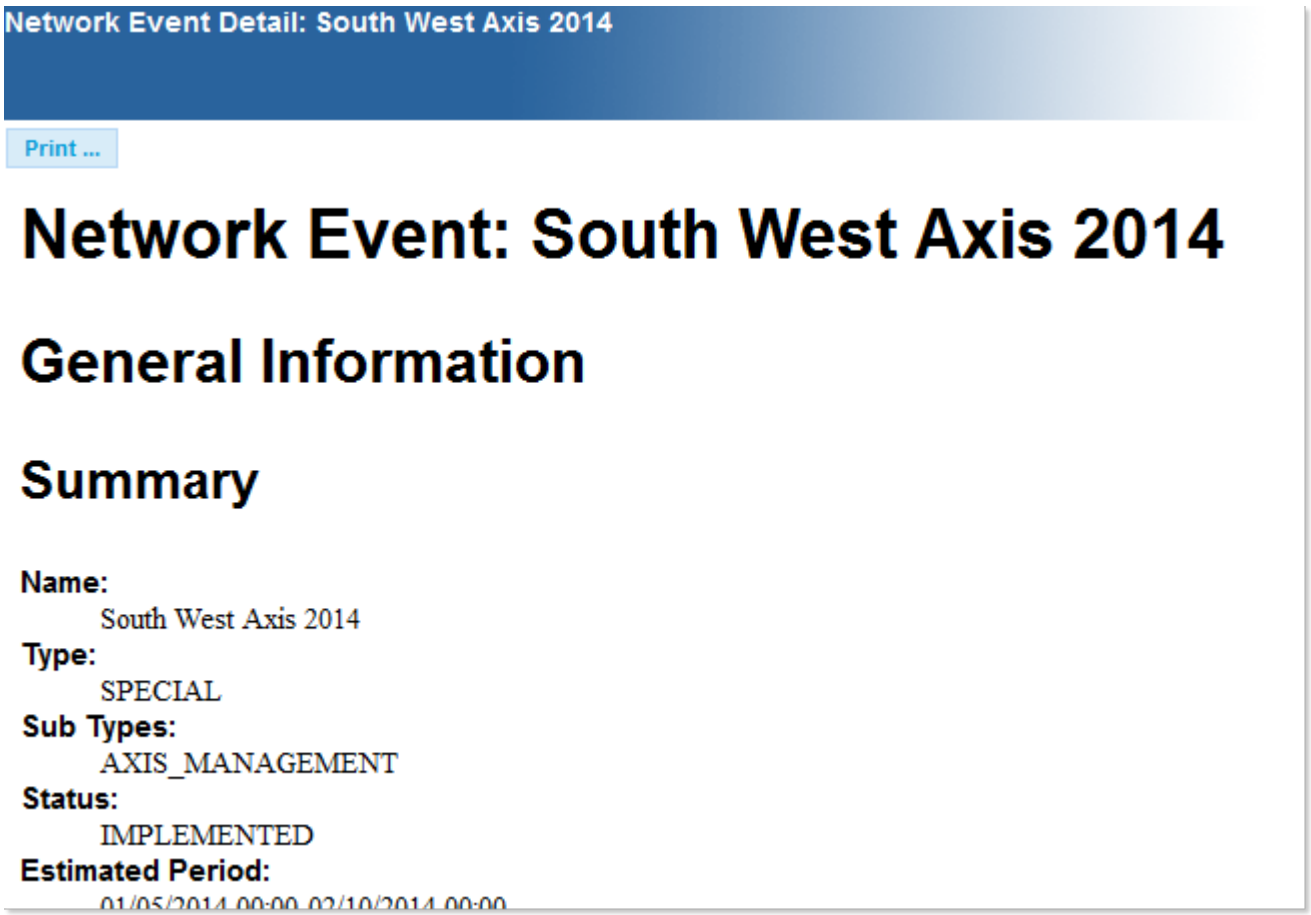


Each entry comprises three components:

- The **Title** of the event, serving as link to open the corresponding **Network Events Detail** Detached View (illustrated below)
- The **Estimated Period** for which the event is valid,
- an **update** link opening the **Axis Plan** Detached View for the current week (illustrated below).

> **Note**: the **updates** features is presently rarely used - this explains the *'No update available at the moment'* and *'no updates'* mentions on the **Axis Plan** window.

Example of a Network Event Detail:



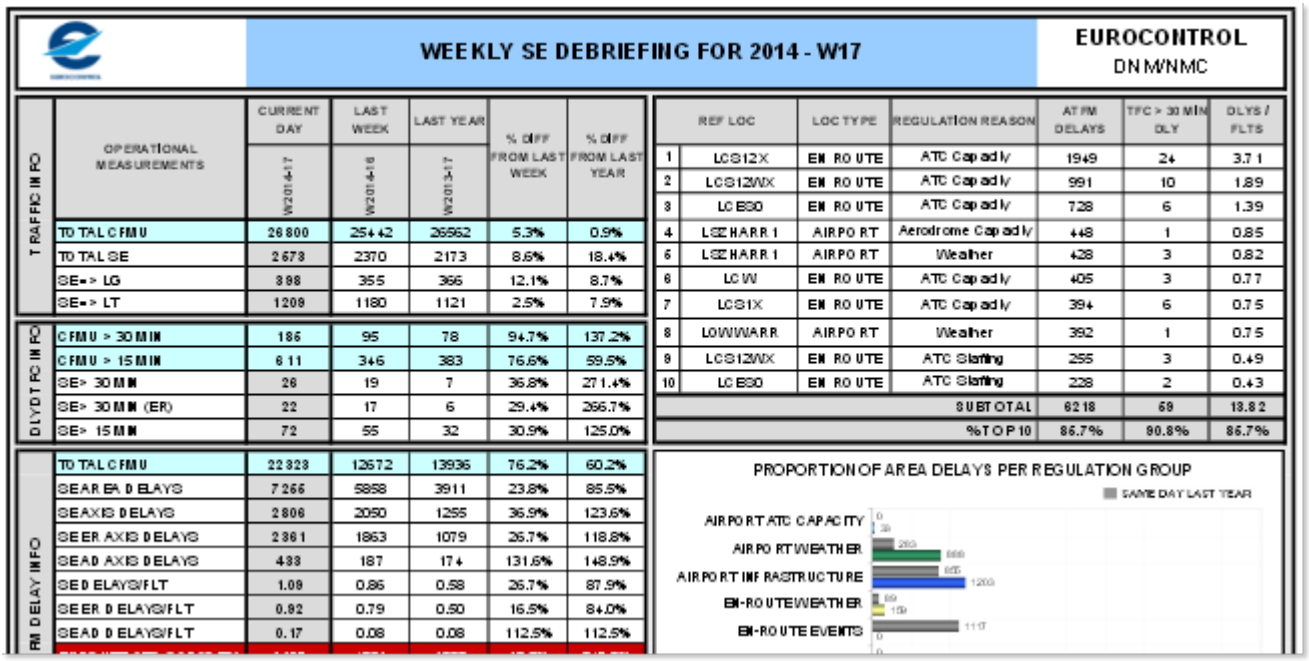
Example of an Axis Plan:

Axis Plan: South West Axis 2014 - Week 19: 05/05/14 - 12/05/14
NOP
Axis Details
Week 19
No update available at the moment.
Monday 05/05/2014
no updates
Tuesday 06/05/2014
no updates
Wednesday 07/05/2014
no updates
Thursday 08/05/2014
no updates
Friday 09/05/2014
no updates
Saturday 10/05/2014
no updates
Sunday 11/05/2014
no updates

5.11 Axis Weekly Management

Typical Scope: TAC PRE

The **Axis Weekly Management** Portlet provides, when available, links to the current Axis's weekly debriefing documents (in PDF format) - see the example of the **SE Weekly Debriefing** for week **2014 - W17**:



WEEKLY SE DEBRIEFING FOR 2014 - W17

EUROCONTROL
DNM/NMC

TRAFFIC INFO

OPERATIONAL MEASUREMENTS	CURRENT DAY W2014-17	LAST WEEK W2014-16	LAST YEAR W2013-17	% DIFF FROM LAST WEEK	% DIFF FROM LAST YEAR
TOTAL CFMU	26800	25442	26562	5.3%	0.9%
TOTAL SE	2673	2370	2173	8.6%	18.4%
SE=> LG	388	355	366	12.1%	8.7%
SE=> LT	1209	1180	1121	2.5%	7.9%

DLY DTFC INFO

CFMU > 30 MIN	186	95	78	94.7%	137.2%
CFMU > 15 MIN	611	346	383	76.6%	59.5%
SE> 30 MN	26	19	7	36.8%	271.4%
SE> 30 MN (ER)	22	17	6	29.4%	266.7%
SE> 15 MN	72	55	32	30.9%	125.0%

	REF LOC	LOC TYPE	REGULATION REASON	ATFM DELAYS	TFC > 30 MIN DLY	DLYS / FLTS
1	LCS12X	EN ROUTE	ATC Capacity	1949	24	3.71
2	LCS12WX	EN ROUTE	ATC Capacity	991	10	1.89
3	LCB30	EN ROUTE	ATC Capacity	728	6	1.39
4	LSZHARR1	AIRPORT	Aerodrome Capacity	448	1	0.85
5	LSZHARR1	AIRPORT	Weather	428	3	0.82
6	LCW	EN ROUTE	ATC Capacity	405	3	0.77
7	LCS1X	EN ROUTE	ATC Capacity	394	6	0.75
8	LOWWARR	AIRPORT	Weather	392	1	0.75
9	LCS12WX	EN ROUTE	ATC Staffing	255	3	0.49
10	LCB30	EN ROUTE	ATC Staffing	228	2	0.43
			SUBTOTAL	6218	69	13.82
			%TOP10	86.7%	80.8%	86.7%

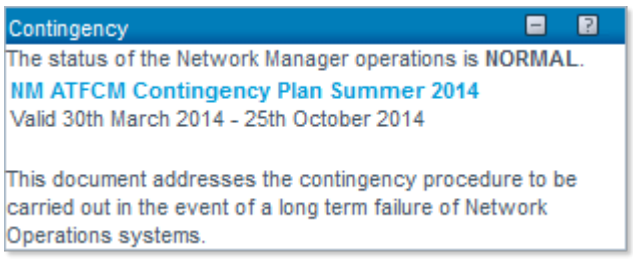
ATFM DELAY INFO

TOTAL CFMU	22323	12672	13936	76.2%	60.2%
SEAREA DELAYS	7256	5858	3911	23.8%	85.5%
SEAXIS DELAYS	2806	2050	1255	36.9%	123.6%
SEER AXIS DELAYS	2361	1863	1079	26.7%	118.8%
SEAD AXIS DELAYS	433	187	174	131.6%	148.9%
SED ELAYS/FLT	1.09	0.86	0.58	26.7%	87.9%
SEER D ELAYS/FLT	0.92	0.79	0.50	16.5%	84.0%
SEAD D ELAYS/FLT	0.17	0.08	0.08	112.5%	112.5%

PROPORTION OF AREA DELAYS PER REGULATION GROUP

5.12 Contingency

Typical Scope: TAC



The **Contingency** Portlet belongs to the ATFM Information Messages group, as well as the **AIM**, the **ANM** and the **CRAM** Portlets.

Its purpose is to display in a very compact way the status of the NM operations.

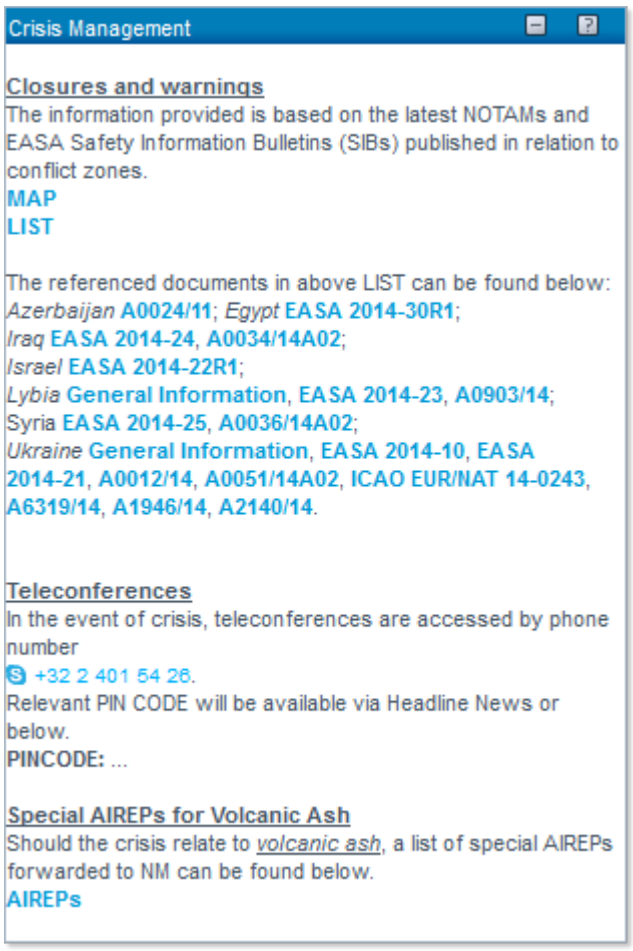
The possible status can be:

- **NORMAL**
- **CONTINGENCY**

This Portlet also provides a link to the **NM Contingency Plan**.

5.13 Crisis Management

Typical Scope: TAC

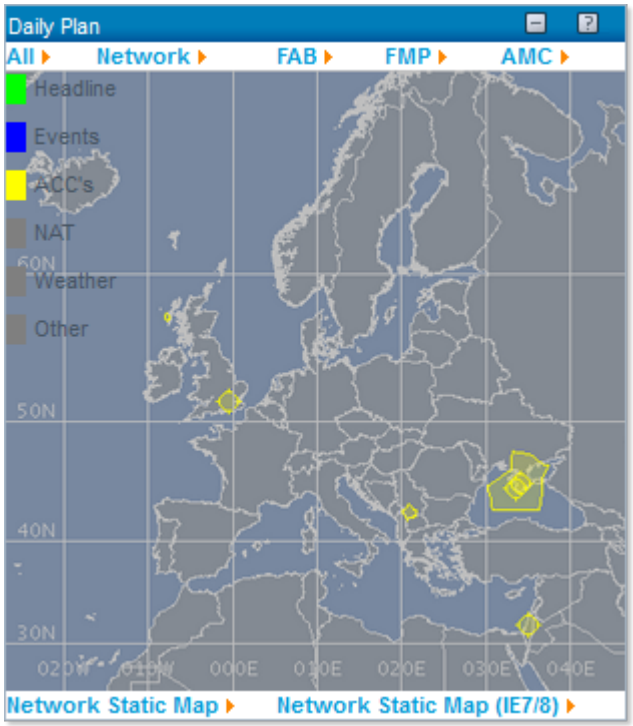


The **Crisis Management** Portlet provides links to a collection of documents in relation to the following areas:

- Closures and warnings
- Teleconferences
- Special AIREPS for Volcanic Ash

5.14 Daily Plan

Typical Scope: POS TAC PRE



The **Daily Plan** is a set of Tactical ATFCM measures (e.g. activation of Routing Scenarios, regulations, etc.) prepared by the NM and other partners (FAB, FMP and AMC) concerned during the planning phase.

Published every day around 1600UTC, it is accessible via the NOP and also promulgated via AFTN by means of the ANM and Network News messages.

The ATFCM Daily Plan may be updated at any time according to the needs.

The map in this portlet displays with color codes the areas which are affected by an ATFCM Event or by a Network Headline News (meaning a significant ATFCM event) at the moment of publication.

Note: The **Daily Plan** uses the same Map component as the **ATFCM Network Situation**. Please refer to that **specific section ('ATFCM Network Situation Interactive Map' in the on-line documentation)** to get detailed help, useful information and demo movies on the general Map features.

Opening a Detached View

Five links are grouped on the top of the Portlet: **All**, **Network**, **FAB**, **FMP** and **AMC**:

Accessing the Map

Two additional links do also appear at the bottom of the Portlet, namely **Network Static Map** and **Network Static Map (IE7/8)**.

The **Network Interactive Map** links to a **Detached View (Section 5.7.1)** displaying a map connected to the operational system, enabling you to extract operational information.

The Network Static Map links to a static version.

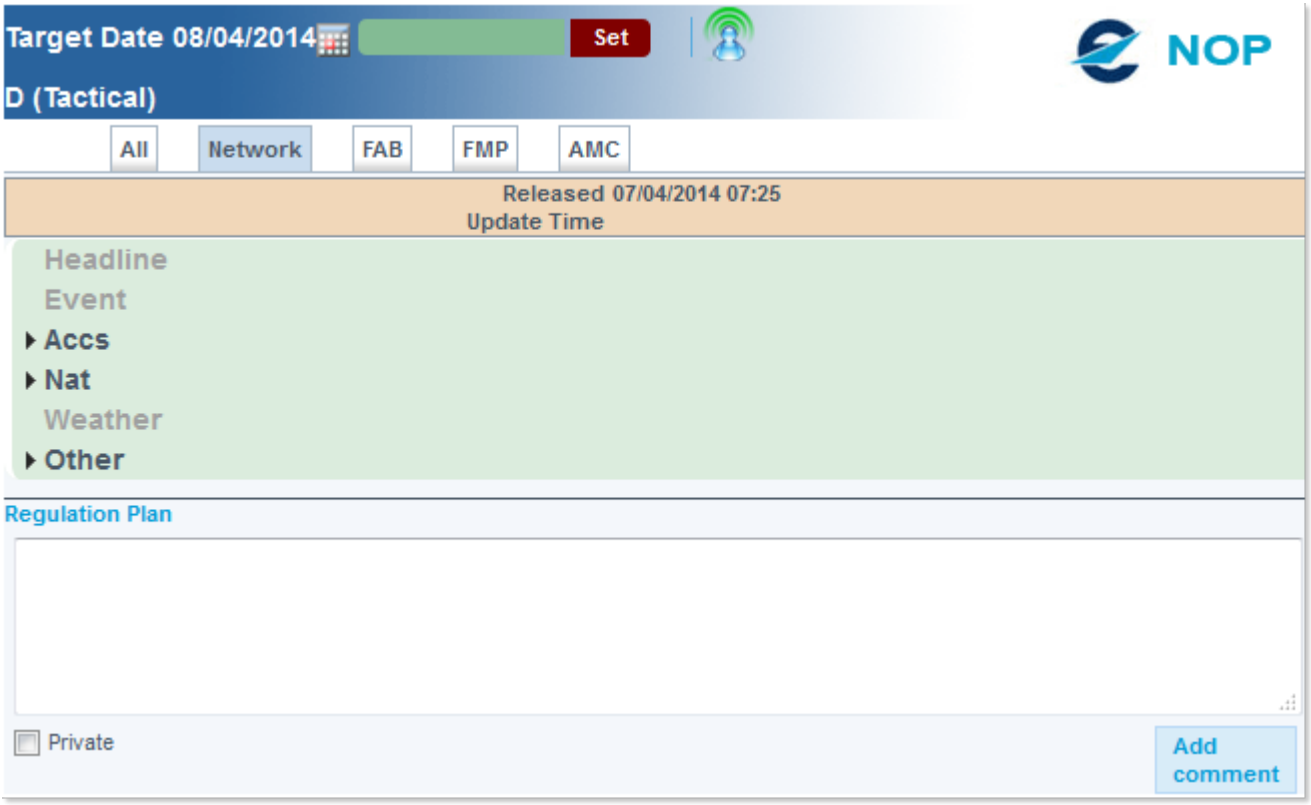
5.14.1 All

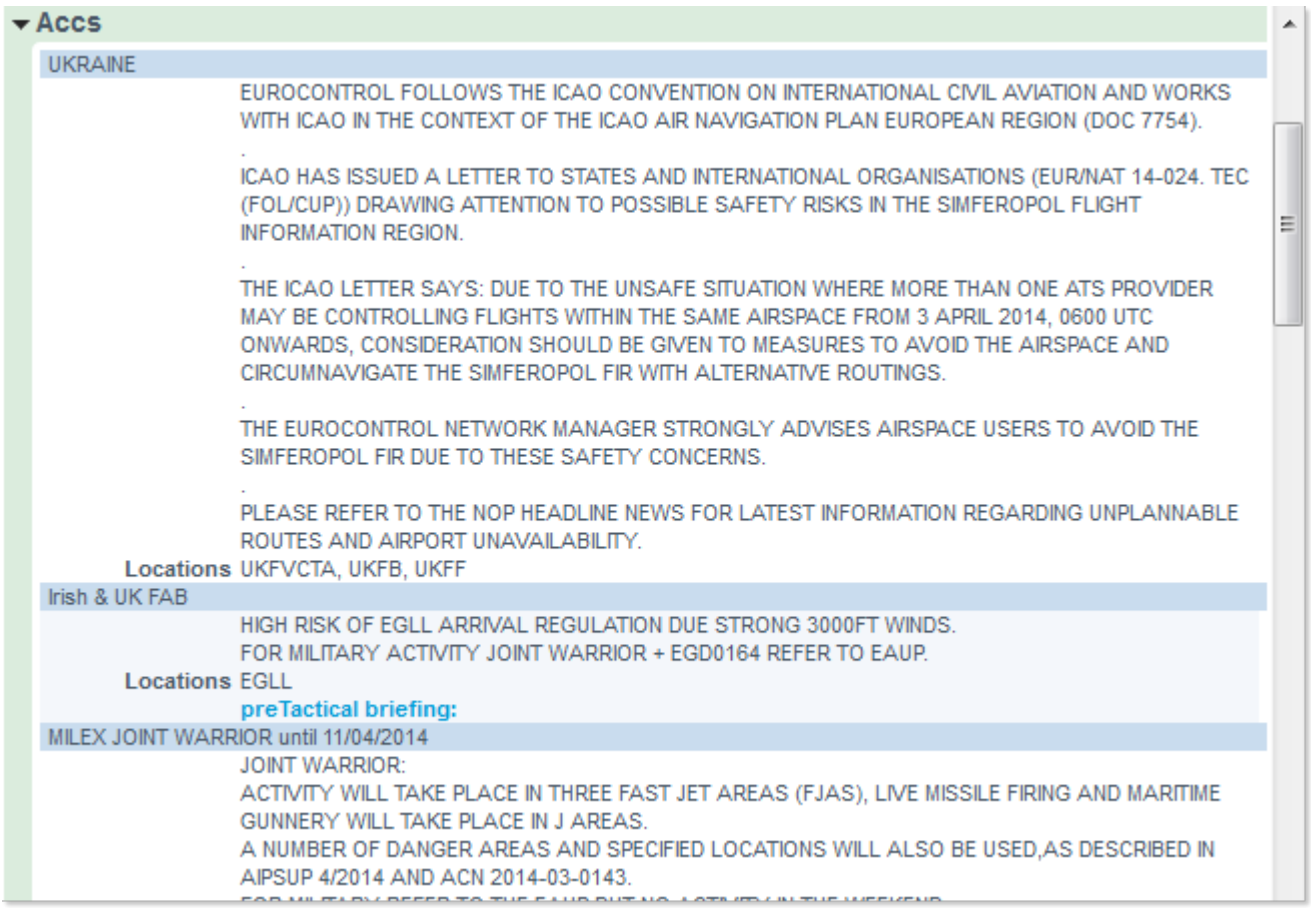
The **All** shortcut opens a **Daily Plan** Detached View presenting a set of Tactical ATFCM measures (e.g. activation of Routing Scenarios, regulations, etc.) prepared by the NM and agreed with all partners concerned.

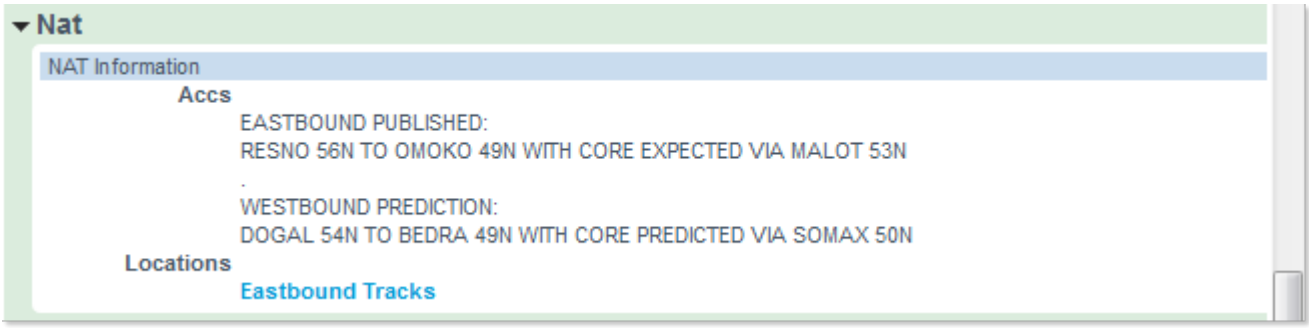
5.14.2 Network

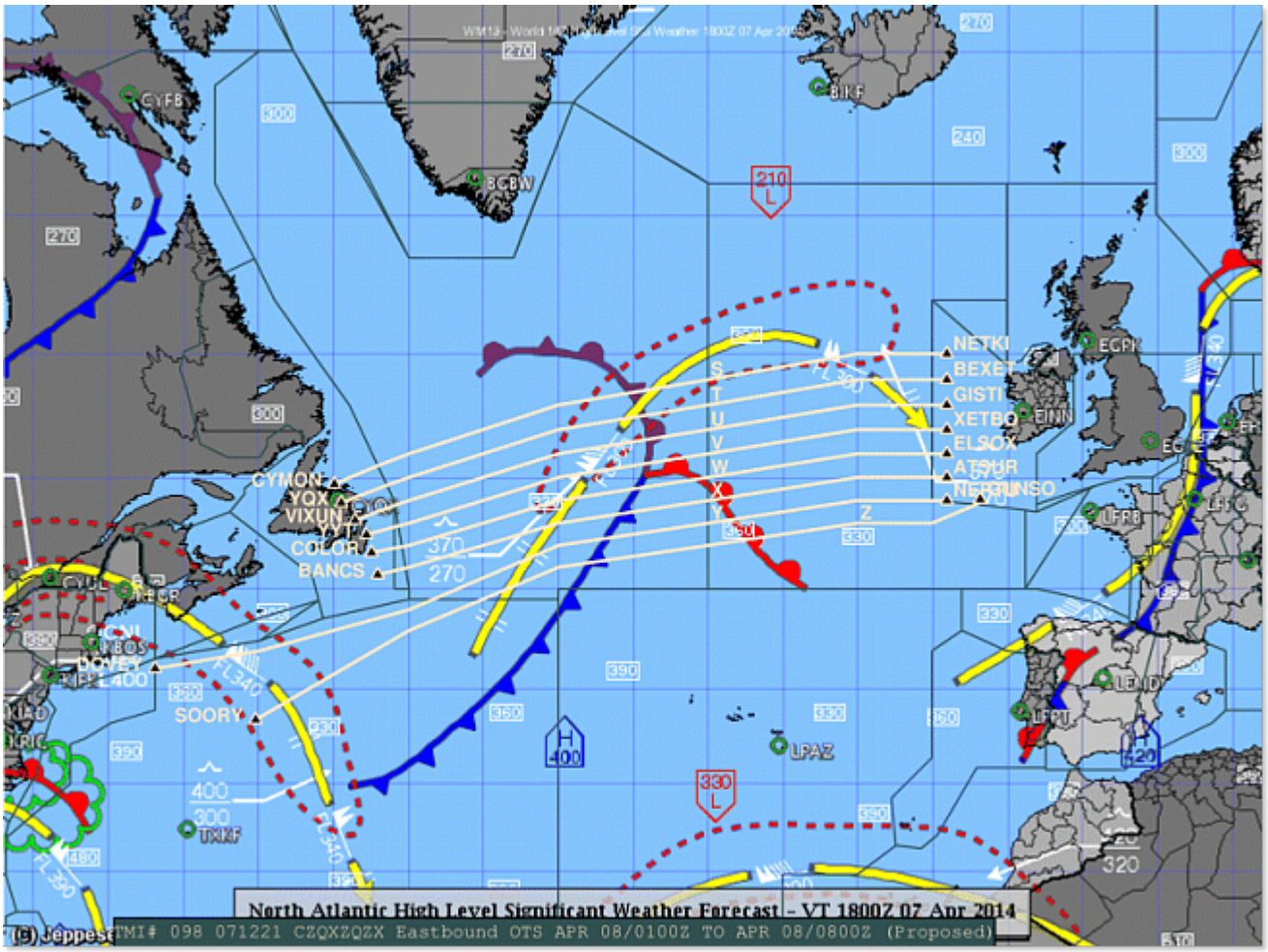
5.14.2.1 Network

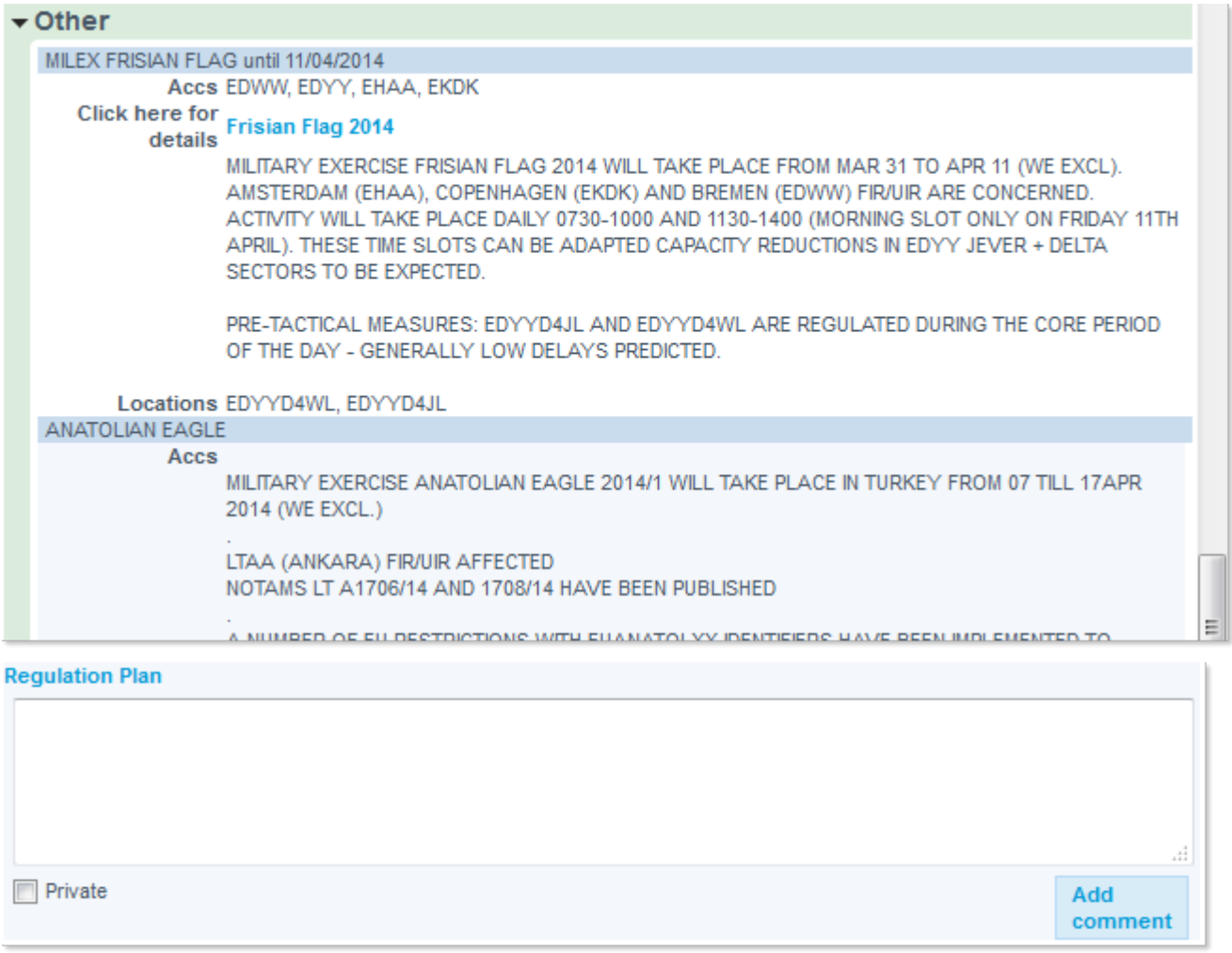
The **Network** shortcut opens a **Daily Plan** Detached View presenting the different parts of the Network Daily Plan grouped in 6 collapsible sections: **Headline**, **Event**, **ACCs**, **Nat**, **Weather** and **Other**. These sections are detailed **here ('Network Daily Plan' in the on-line documentation)**.






Nat
NAT Information
Accs
EASTBOUND PUBLISHED:
RESNO 56N TO OMOKO 49N WITH CORE EXPECTED VIA MALOT 53N
.
WESTBOUND PREDICTION:
DOGAL 54N TO BEDRA 49N WITH CORE PREDICTED VIA SOMAX 50N
Locations
Eastbound Tracks


CYFB
BGBW
BIKF
NETKI
BEXET
GISTI
XETBO
ELSOX
ATSUR
NERUNSO
EGPK
EINN
LFRB
CYMON
YQX
VIXUN
COLORU
BANCS
SOORY
LPAZ
LEMD
LFPU
TXKF
North Atlantic High Level Significant Weather Forecast - VT 1800Z 07 Apr 2014
(C) Jeppesen
TMI# 098 071221 CZQXZQZX Eastbound OTS APR 08/0100Z TO APR 08/0800Z (Proposed)

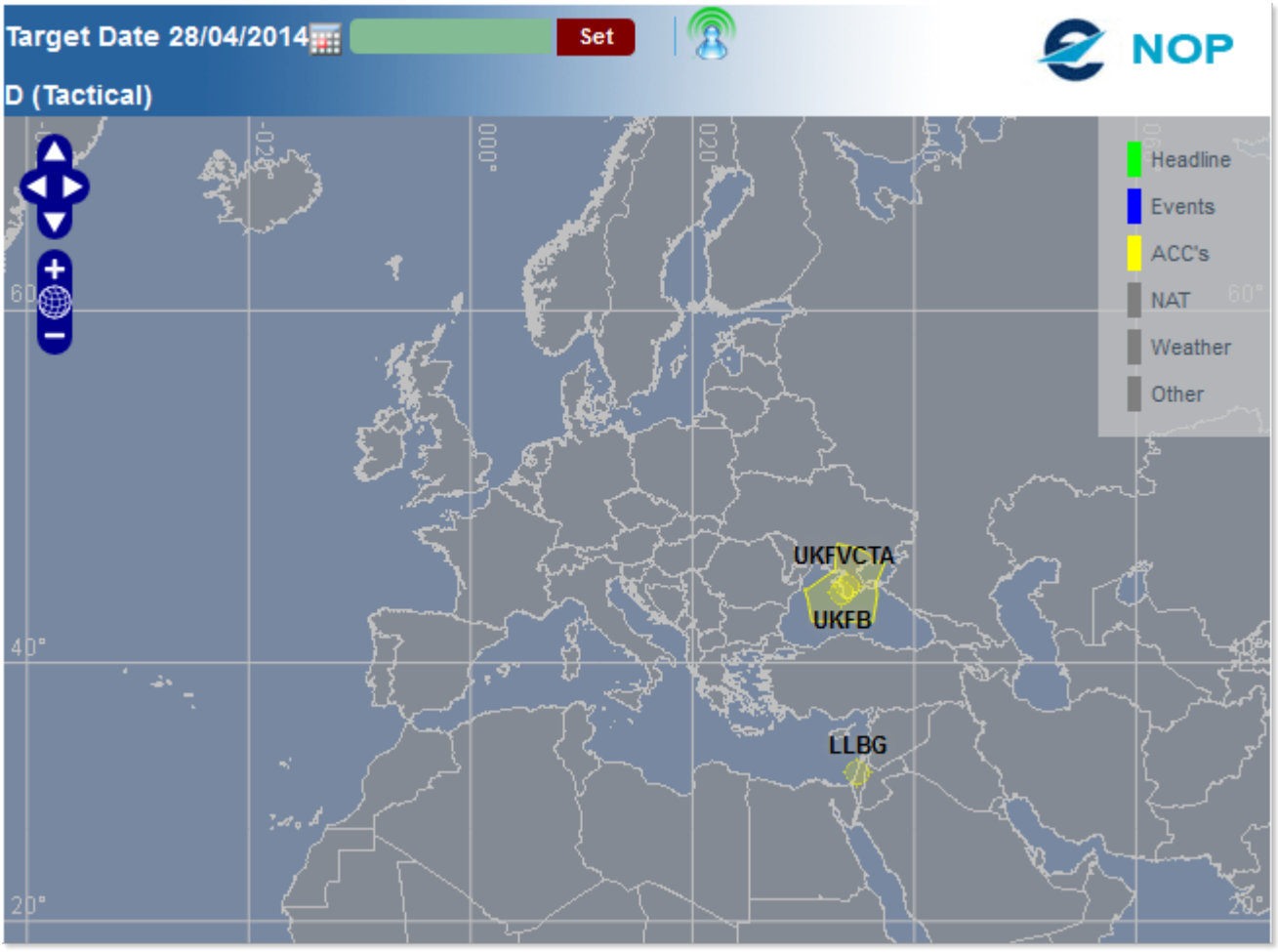

Other
MILEX FRISIAN FLAG until 11/04/2014
Accs
EDWW, EDYY, EHAA, EKDK
Click here for details
Frisian Flag 2014
MILITARY EXERCISE FRISIAN FLAG 2014 WILL TAKE PLACE FROM MAR 31 TO APR 11 (WE EXCL). AMSTERDAM (EHAA), COPENHAGEN (EKDK) AND BREMEN (EDWW) FIR/UIR ARE CONCERNED. ACTIVITY WILL TAKE PLACE DAILY 0730-1000 AND 1130-1400 (MORNING SLOT ONLY ON FRIDAY 11TH APRIL). THESE TIME SLOTS CAN BE ADAPTED CAPACITY REDUCTIONS IN EDYY JEVER + DELTA SECTORS TO BE EXPECTED.
PRE-TACTICAL MEASURES: EDYYD4JL AND EDYYD4WL ARE REGULATED DURING THE CORE PERIOD OF THE DAY - GENERALLY LOW DELAYS PREDICTED.
Locations
EDYYD4WL, EDYYD4JL
ANATOLIAN EAGLE
Accs
MILITARY EXERCISE ANATOLIAN EAGLE 2014/1 WILL TAKE PLACE IN TURKEY FROM 07 TILL 17APR 2014 (WE EXCL.)
.
LTAA (ANKARA) FIR/UIR AFFECTED
NOTAMS LT A1706/14 AND 1708/14 HAVE BEEN PUBLISHED
.

Regulation Plan
Private
Add comment

5.14.3 FAB, FMP, AMC

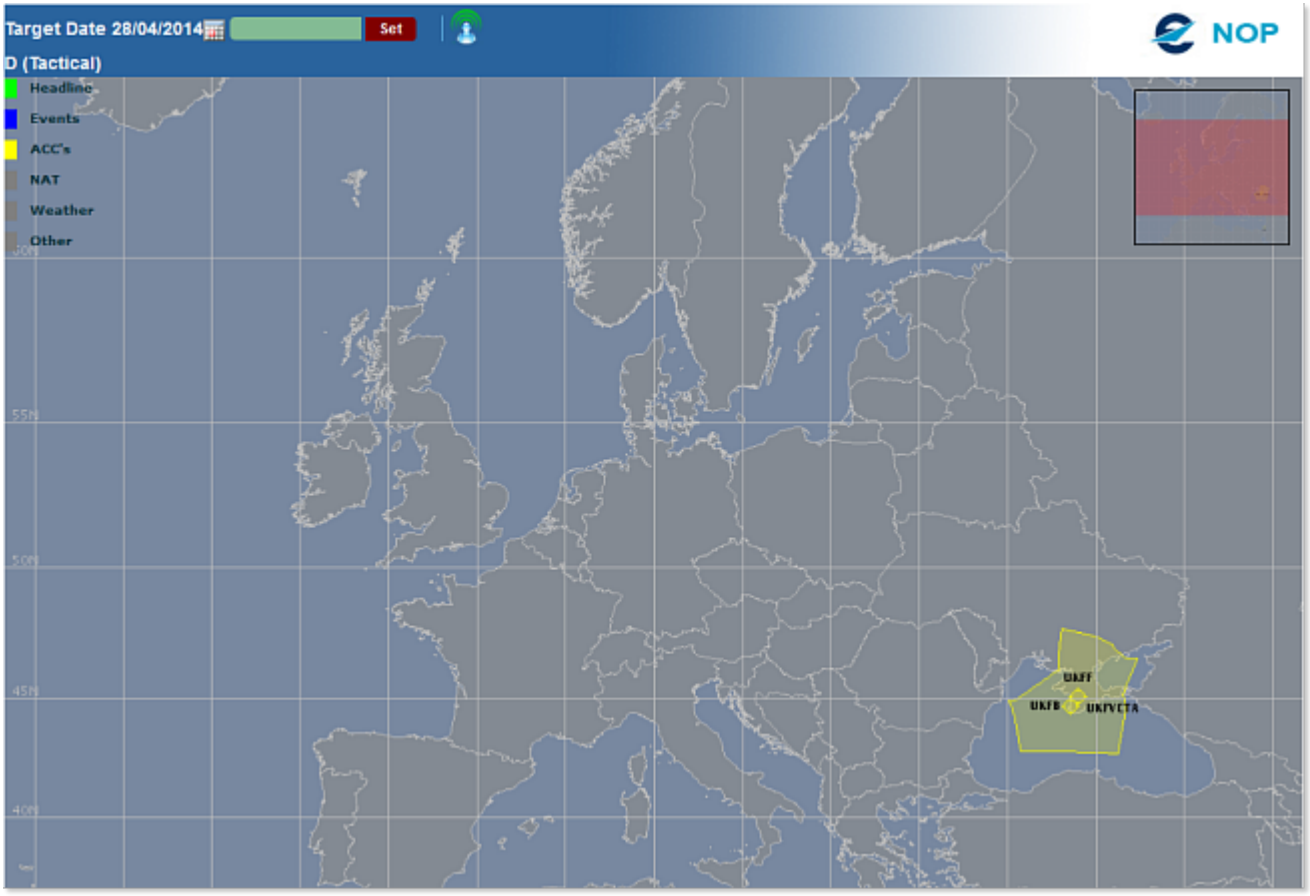
The **FAB**, **FMP** and AMC tabs are not currently in use.

5.14.4 Network Static Map



The Static version of the Daily Plan provides an enlarged view of the annotated map proposed on the Main view - with no other feature than basic 'panning' and 'zooming' commands described in the **Static Map (Section 5.7.1)** section of the **ATFCM Network Situation Portlet**.

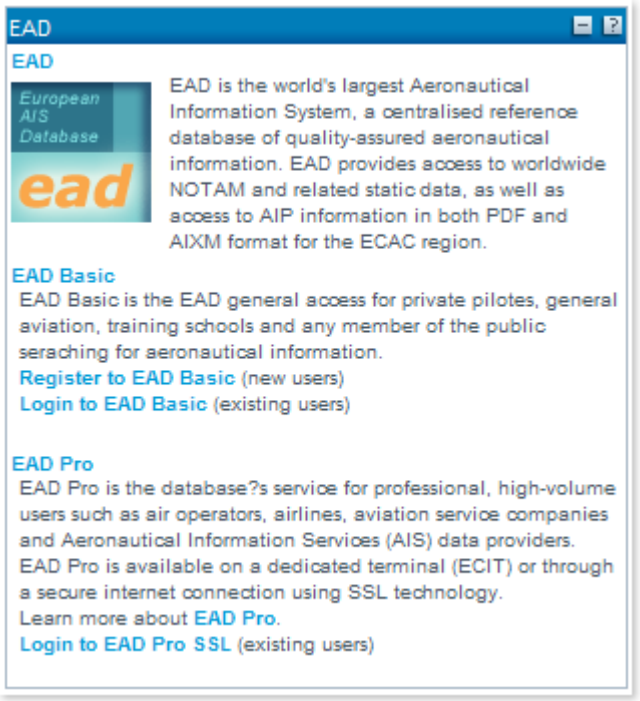
5.14.5 Network Static Map (IE7/8)



The Static version of the Daily Plan provides an enlarged view of the annotated map proposed on the Main view - with no other feature than a basic **Navigator** as described in the **Static Map (IE7/8) (Section 5.7.2)** section of the **ATFCM Network Situation Portlet**.

5.15 EAD

Typical Scope: POS TAC PRE STR



EAD is the world's largest Aeronautical Information System, a centralised reference database of quality-assured aeronautical information. EAD provides access to worldwide NOTAM and related static data, as well as access to AIP information in both PDF and AIXM format for the ECAC region.

The EAD Portlet provides direct links to EAD Basic and EAD Pro:

EAD Basic is the EAD general access for private pilotes, general aviation, training schools and any member of the public searching for aeronautical information.

EAD Pro is the database's service for professional, high-volume users such as air operators, airlines, aviation service companies and Aeronautical Information Services (AIS) data providers. EAD Pro is available on a dedicated terminal (ECIT) or through a secure internet connection using SSL technology.

5.16 E-Helpdesk

Typical Scope: TAC PRE

The purpose of the **E-Helpdesk** is to reduce the amount of telephone calls to the Network Manager Operations Centre Helpdesk for slot improvements, extensions and information.

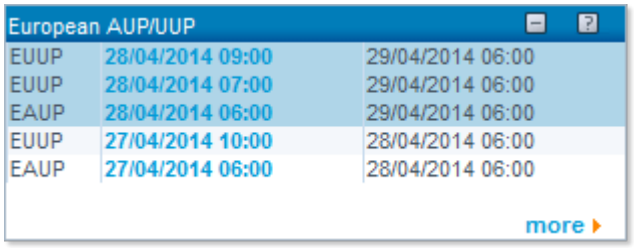
This should:

- lower the waiting time for the clients in receiving a reply on their requests
- free up telephones for other operational issues

You will have to fill in the **NM service request form** to get access to the E-Helpdek.

5.17 European AUP/UUP

Typical Scope: POS TAC PRE



The **European AUP/UUP** Portlet lists the EAUPs and their updates:

- EAUP: The European Airspace Use Plan
- EUUP: The European Updated Airspace Use Plan

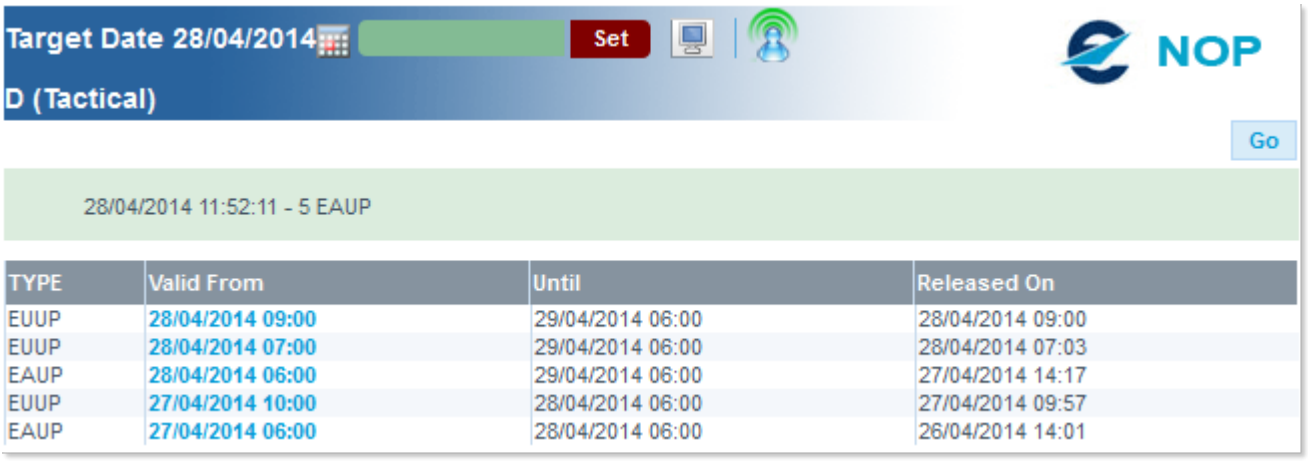
> Move your mouse over the **Valid WEF** link to get a tooltip message with the date and time of release.

Note that some entries may appear against a blue background. This simply means that they are active, with their validity period compatible with the **Portal time setting (Section 3.1)**.

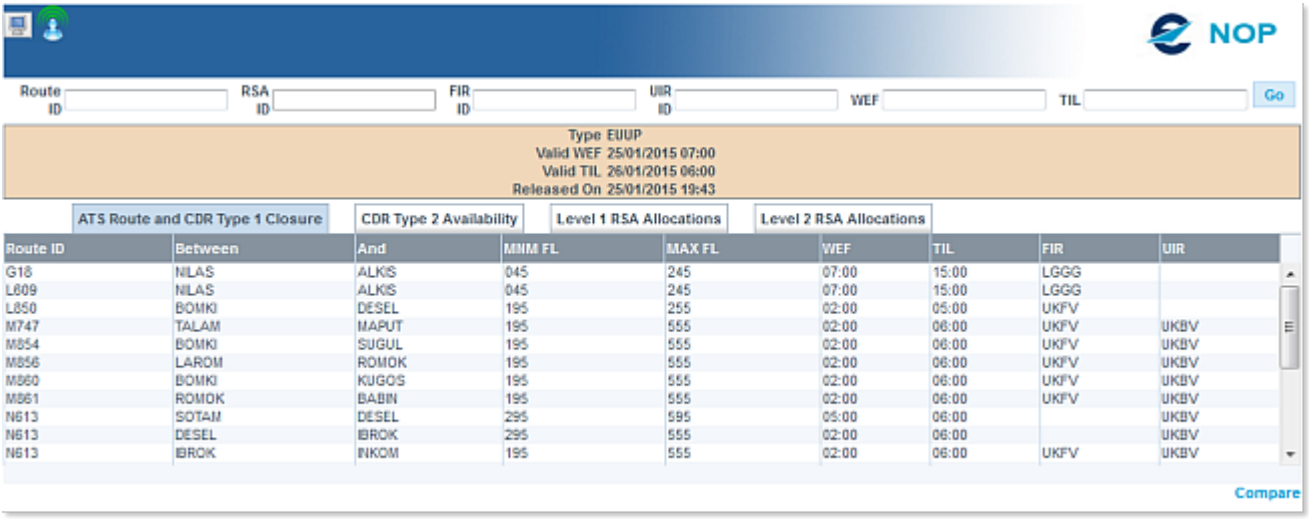
Opening a European AUP/UUP

Click on the **Valid WEF** link of your choice and the EAUP Details Detached view will open - with the **CDR Type 2 Availability** tab selected by default.

You can alternatively click on the **More** link to get a **EAUP List** Detached View with the list of currently valid EAUPs, and open the desired EAUP from there:



5.17.1 EAUP Details - ATS Route and CDR Type 1 Closure



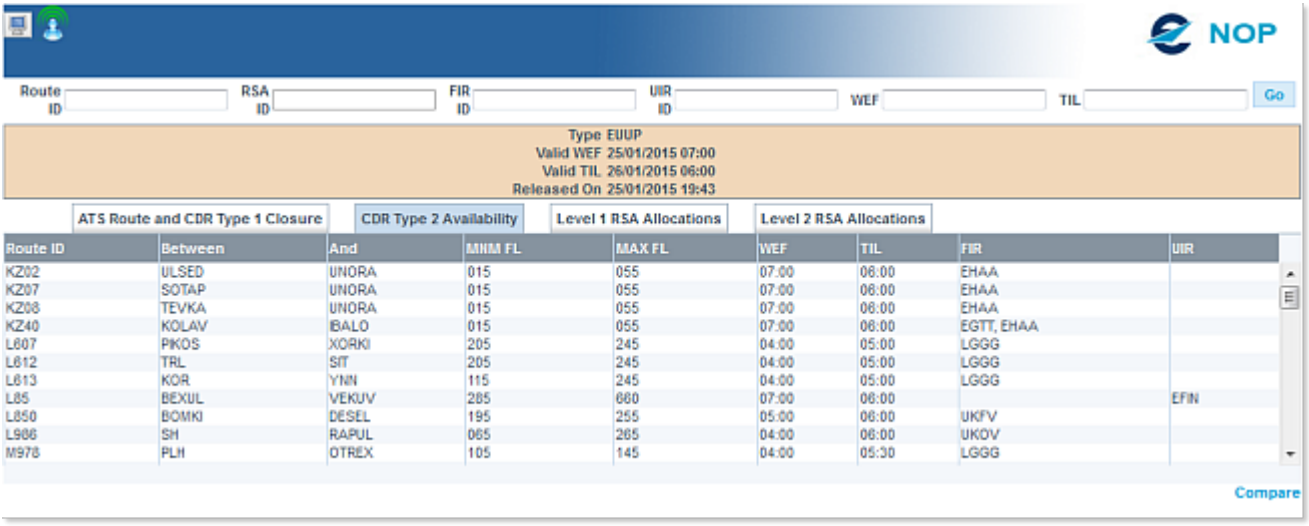
Query

- **Route ID**: The Route Identification. (max 7 alphanumerics).
- **RSA ID**: The Area Identification
- **FIR**: Indicates the FIR that the available area lies within (either wholly or partially) (4 characters).
- **UIR**: Indicates the UIR that the available area lies within (either wholly or partially) (4 characters).

Results

- **Route ID**: The Route Identification
- **Between**: The starting point of the route portion that is impacted by this route statement (2 to 5 characters)
- **And**: The last (ending) point of the route portion that is impacted by this route statement (2 to 5 characters).
- **MNM FL**: The minimum flight level of the available area (3 digits or "GND").
- **MAX FL**: The maximum flight level of the available area (3 digits or "UNL").
- **WEF**: The start time of the available area (hh:mm).
- **UNT**: The end time (de-allocation) of the available area (hh:mm).
- **FIR**: Indicates the FIR that the available area lies within (either wholly or partially) (4 characters).
- **UIR**: Indicates the UIR that the available area lies within (either wholly or partially) (4 characters).
- **Compare**: A link used to list the Predecessors, allowing you to pick one of them for comparison purposes - details **here (Section 5.17.5)**.

5.17.2 EAUP Details - CDR Type 2 Availability



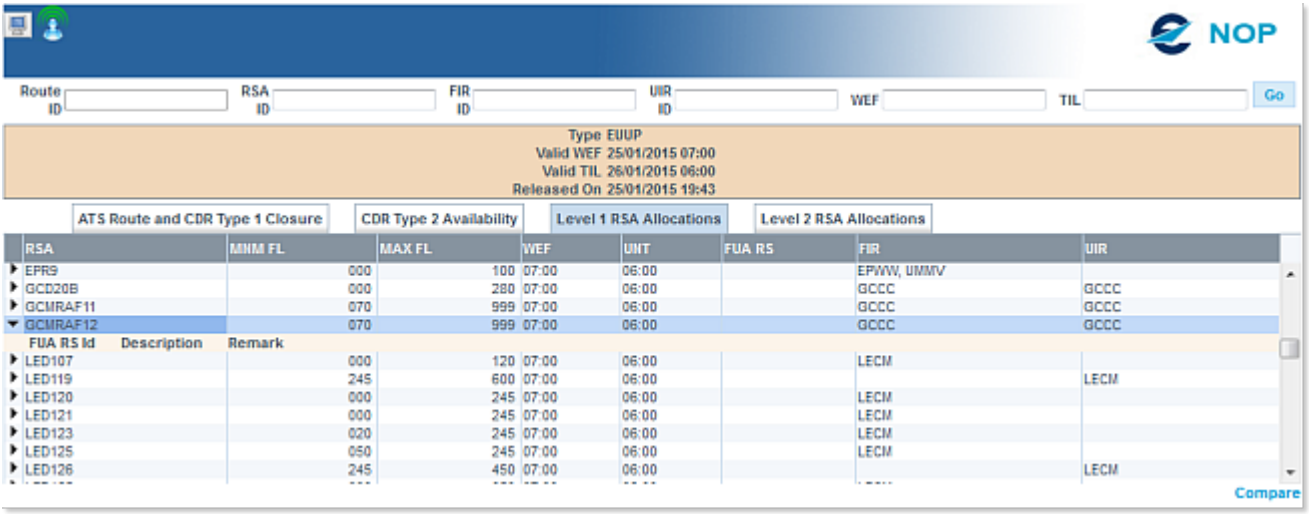
Query

- **Route ID**: The Route Identification. (max 7 alphanumerics).
- **RSA ID**: The Area Identification
- **FIR**: Indicates the FIR that the available area lies within (either wholly or partially) (4 characters).
- **UIR**: Indicates the UIR that the available area lies within (either wholly or partially) (4 characters).

Results

- **Route ID**: The Route Identification
- **Between**: The starting point of the route portion that is impacted by this route statement (2 to 5 characters)
- **And**: The last (ending) point of the route portion that is impacted by this route statement (2 to 5 characters).
- **MNM FL**: The minimum flight level of the available area (3 digits or "GND").
- **MAX FL**: The maximum flight level of the available area (3 digits or "UNL").
- **WEF**: The start time of the available area (hh:mm).
- **UNT**: The end time (de-allocation) of the available area (hh:mm).
- **FIR**: Indicates the FIR that the available area lies within (either wholly or partially) (4 characters).
- **UIR**: Indicates the UIR that the available area lies within (either wholly or partially) (4 characters).
- **Compare**: A link used to list the Predecessors, allowing you to pick one of them for comparison purposes - details **here (Section 5.17.5)**.

5.17.3 EAUP Details - Level 1 RSA Allocations



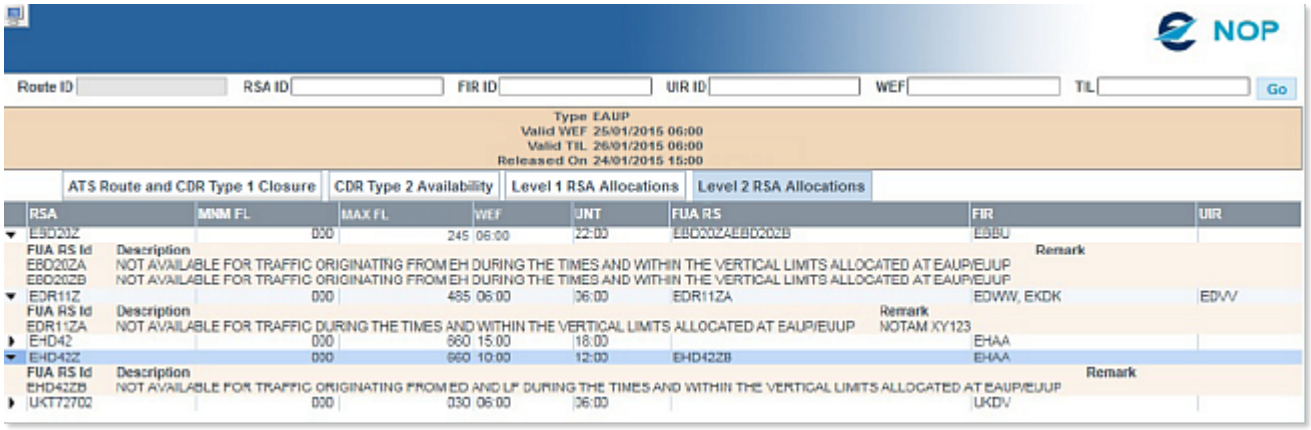
Query

- **Route ID**: The Route Identification
- **RSA ID**: The Area Identification
- **FIR**: Indicates the FIR that the available area lies within (either wholly or partially) (4 characters).
- **UIR**: Indicates the UIR that the available area lies within (either wholly or partially) (4 characters).

Results

- ▶: Expands or collapses the **Description** line with three additional fields: **FUA RS Id**, **Description** and **Remark**.
- **RSA ID**: The Area Identification
- **MNM FL**: The minimum flight level of the available area (3 digits or "GND").
- **MAX FL**: The maximum flight level of the available area (3 digits or "UNL").
- **WEF**: The start time of the available area (hh:mm).
- **UNT**: The end time (de-allocation) of the available area (hh:mm).
- **FUA RS**: FUA Restriction Identification
- **FIR**: Indicates the FIR that the available area lies within (either wholly or partially) (4 characters).
- **UIR**: Indicates the UIR that the available area lies within (either wholly or partially) (4 characters).
- **Compare**: A link used to list the Predecessors, allowing you to pick one of them for comparison purposes - details **here (Section 5.17.5)**.

5.17.4 EAUP Details - Level 2 RSA Allocations



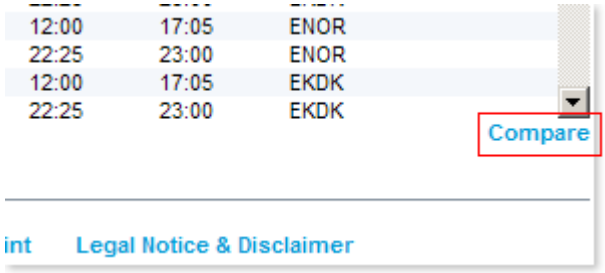
Query

- **Route ID**: The Route Identification
- **RSA ID**: The Area Identification
- **FIR**: Indicates the FIR that the available area lies within (either wholly or partially) (4 characters).
- **UIR**: Indicates the UIR that the available area lies within (either wholly or partially) (4 characters).

Results

- ▶: Expands or collapses the **Description** line with three additional fields: **FUA RS Id**, **Description** and **Remark**.
- **RSA ID**: The Area Identification
- **MNM FL**: The minimum flight level of the available area (3 digits or "GND").
- **MAX FL**: The maximum flight level of the available area (3 digits or "UNL").
- **WEF**: The start time of the available area (hh:mm).
- **UNT**: The end time (de-allocation) of the available area (hh:mm).
- **FUA RS**: FUA Restriction Identification
- **FIR**: Indicates the FIR that the available area lies within (either wholly or partially) (4 characters).
- **UIR**: Indicates the UIR that the available area lies within (either wholly or partially) (4 characters).
- **Compare**: A link used to list the Predecessors, allowing you to pick one of them for comparison purposes - details **here (Section 5.17.5)**.

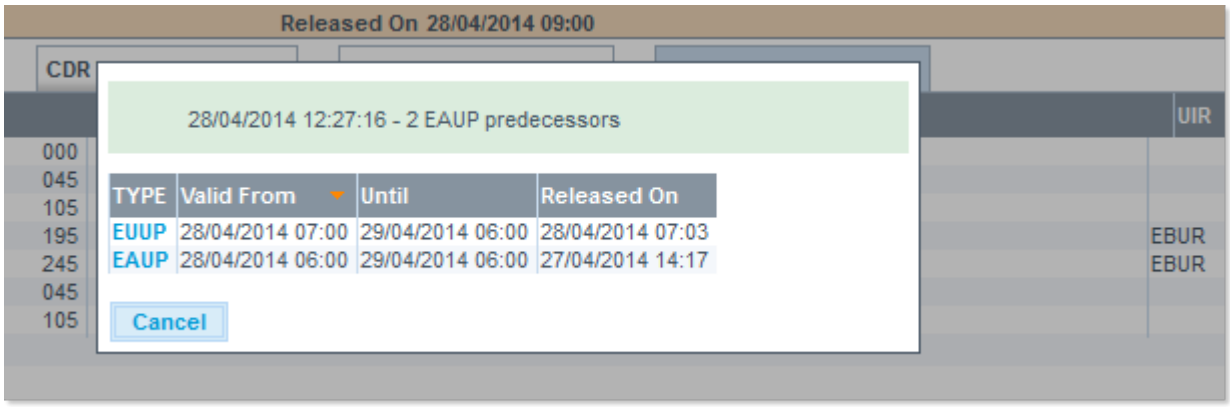
5.17.5 Compare with Predecessors



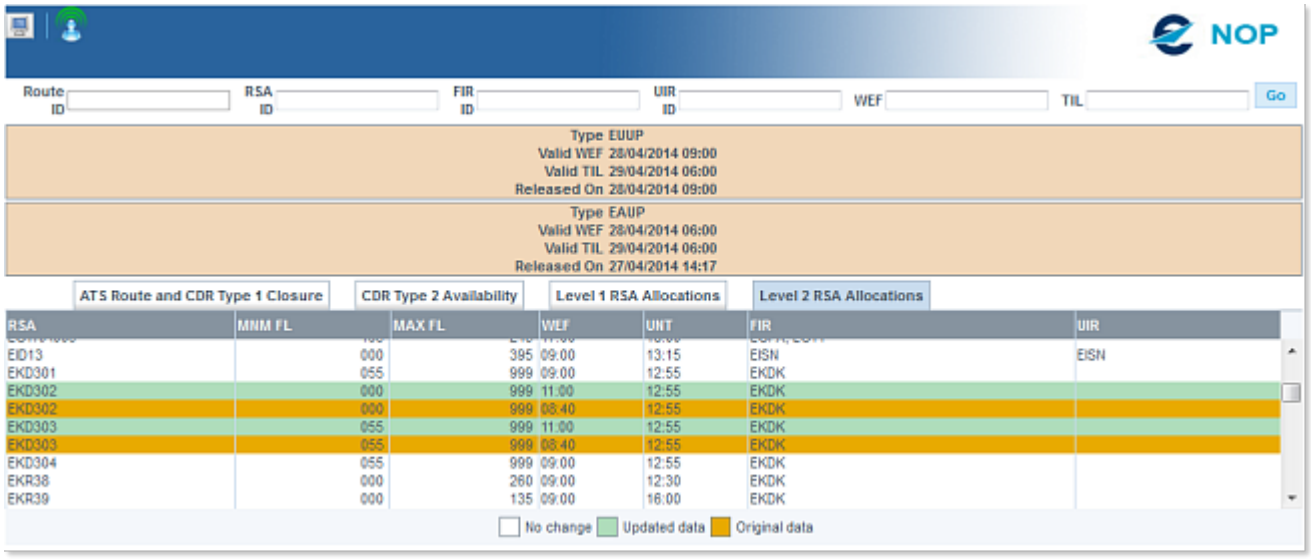
A **Compare** link is available at the bottom of each **EAUP** Detached View. It will however only be meaningful in case of a EUUP.

Clicking on Compare will in effect open an overlay listing the Predecessors, allowing you to pick one of them for comparison purposes, in order to check the changes having occurred between the original EAUP and its updated EUUP version.

> Please note that an EUUP can in turn be updated by another EUUP - in which case both will be listed in the Compare overlay. The number of cumulative updates is presently limited to two.



In the example below, the EAUP Details Detached View displays the cumulative updates having been applied to an original EAUP released on 27/07/2014 and updated twice:once by the EUUP released on 28/04/2014, and once by the EUUP from which the Compare action has been launched.



The background color indicates the following:

- **White**: no changes
- **Green**: Update
- **Orange**: Original data before update

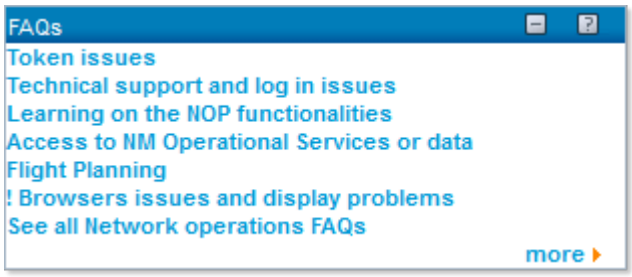
5.18 EVITA

Typical Scope: TAC

Note: Access to EVITA is restricted to NOP (Protected) Portal Users. To read the instructions for subscription please visit the NM Operational services and products page of our website.

5.19 F A Q

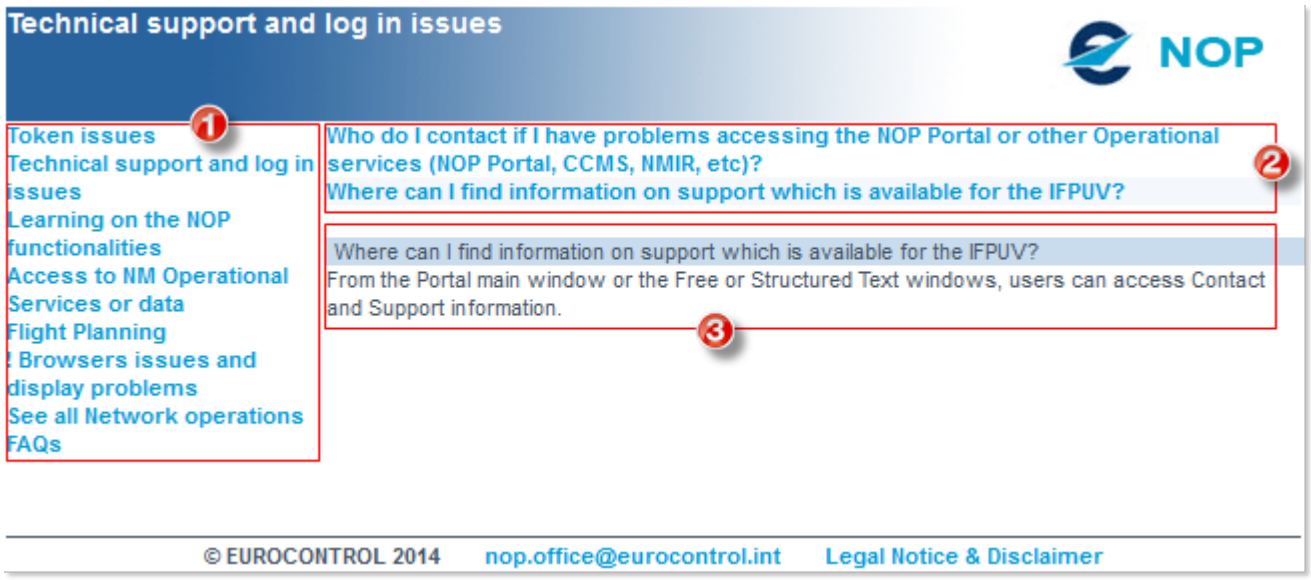
Typical Scope: RES POS TAC PRE STR



The **FAQ** Portlet lists a number of **Topic Categories**. Click any of them to open the corresponding Detached View.

The **more** link here opens by default the Faq page of the first listed item - **Token issues** in this case.

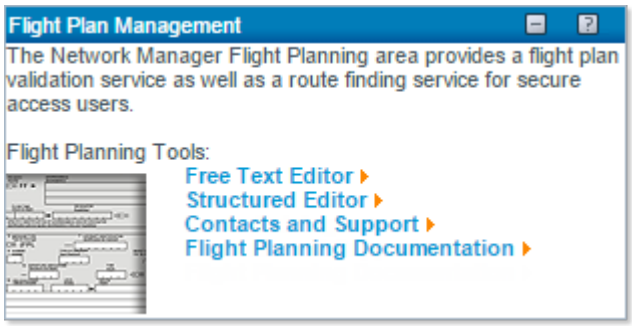
Structure of a FAQ page



1. The list of **Topic Categories**.
2. For the selected Category, the list of **FAQs**.
3. For the selected FAQ, the title of the Question - and the proposed Answer

5.20 Flight Plan Management

Typical Scope: TAC PRE



Note: Flight Plan submission is only visible to the profiles with the **Flight Plan Management** role: **AO**, **ARO**, and **FMP.**

The **Flight Plan Management** Portlet gives access to the IFPS Validation system (IFPUV). It is aimed to allow Airspace Users and Aerodrome Reporting Offices to submit their flight plans to a dedicated test system for validation, prior to their submission to the operational system. It may also be used to find an IFPS compliant route. The tool delivers the shortest possible IFPS compliant routes taking into consideration some user defined constraints (e.g. via a point or airspace, avoiding a point or airspace).

The IFPUV contains the current IFPS software and receives copies of updates to the operational environment database, fed by live updates. It is therefore an accurate reflection of the operational system.

The **Flight Plan Management** Portlet also allows you to submit your flight plans and flight plan updates to the operational IFPS system.

Flight Planning Tools

The Portlet lists the available tools:

- The **Free Text Editor**, **Structured Editor** and **Contact and Support** links provide shortcuts to respectively directly access the **IFPUV Free Text Editor**, **IFPUV Structured Editor** and **Contact & Support** tabs of the **IFPUV** Detached View.
- The **Flight Planning Documentation** link provides a shortcut to additional online documentation.

The main difference between the two editor modes resides in the way to enter the flight plan : one single text field for the **Free Text Editor** against a set of form elements ensuring data quality in the **Structured Editor**.

Lastly, the **Contacts & Support** link opens a tab compiling all the means to get in touch with the NM, access to useful information and documents, and options to report problems.

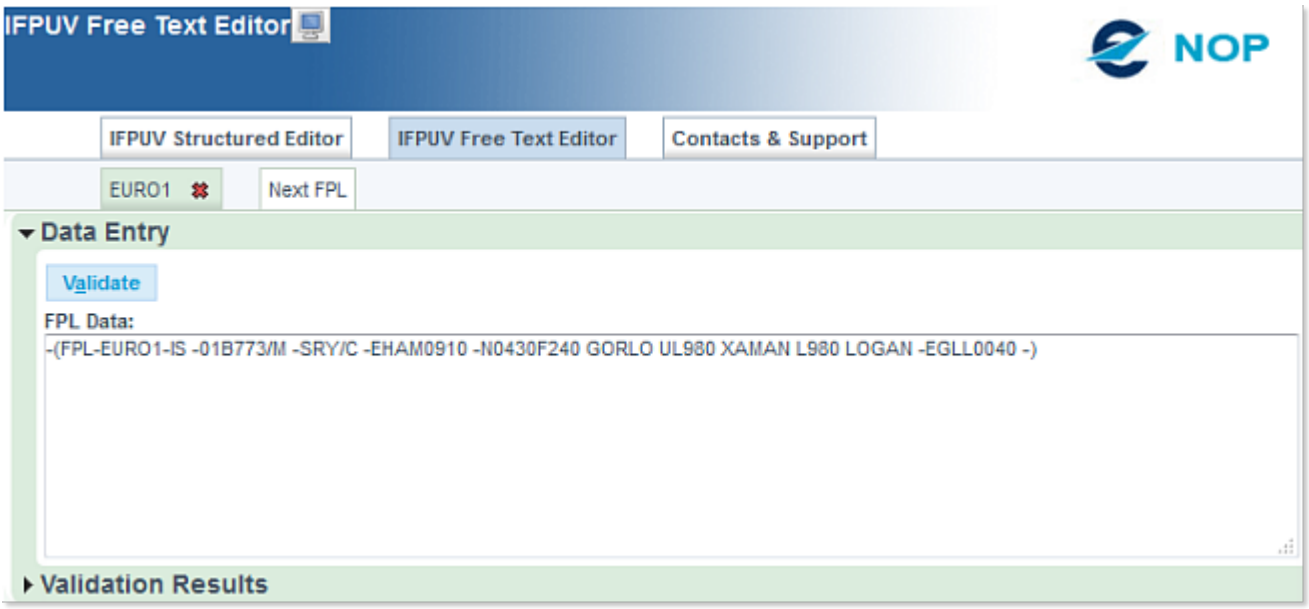
Caution:

- Flight plans submitted to IFPUV for pre-validation are not stored.
- Manual correction is not possible. The IFPUV response is automatic.
- Flight plan originators are reminded that flight plan messages **must** be submitted to the IFPS to ensure acceptance in the operational system.
- The routes that are proposed by IFPUV are not to be considered as 'NM recommended routes'. IFPUV is NOT a flight planning system. The responsibility to ensure operational acceptance of the IFPUV proposed routes before filing to IFPS is with the flight plan originator.

5.20.1 Free Text Editor

The **Free Text Editor** tab allows you to enter a flight plan directly in ADEXP or ICAO format, validate it against IFPUV, request for route proposals, and then submit it.

You may either type in the data, or paste it from an external Flight Plan editing application.



It is divided in two sections:

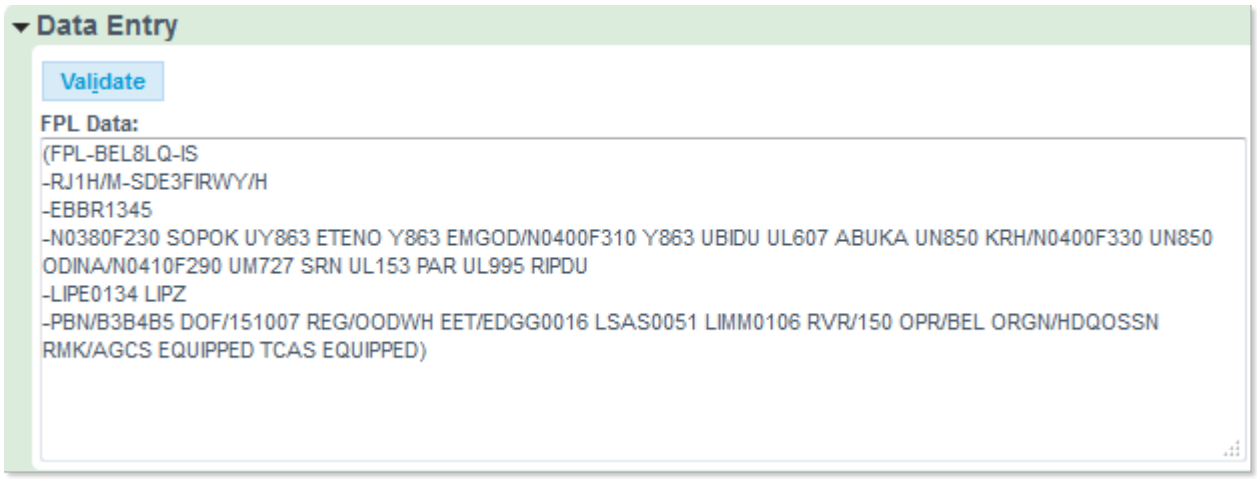
1. **Data Entry**
2. **Validation Results**

Besides the **Data Entry (Section 5.20.1.1)** area, where you may enter the FPL in free form (as opposed to the strucured method), all the other features and tools are common with the **Structured Editor (Section 5.20.2)**.

5.20.1.1 Data Entry

The **Editor** section fatures a **Validate** button, to be used in order to launch the validation process - and see the results in the **Validation Results** section.

Data Entry



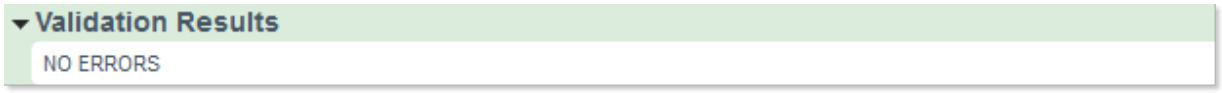
This is where you will enter the content of the following field:

- **FPL Data**: Free text area to enter a flight plan in ADEXP or ICAO format. By default, this field is empty.

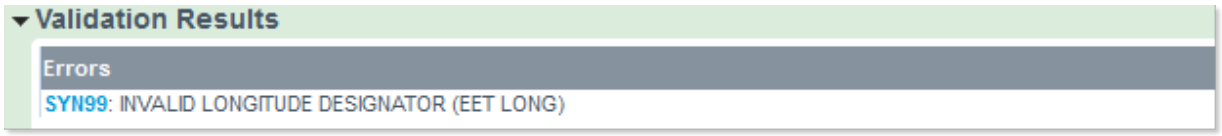
5.20.1.2 Validation Results

The **Validation Results** panel is in effect a message area, displaying the IFPUV response to the **Validate** action:

- If the submitted flight plan is correct, the message is **NO ERRORS**. The flight plan is therefore considered as being valid:



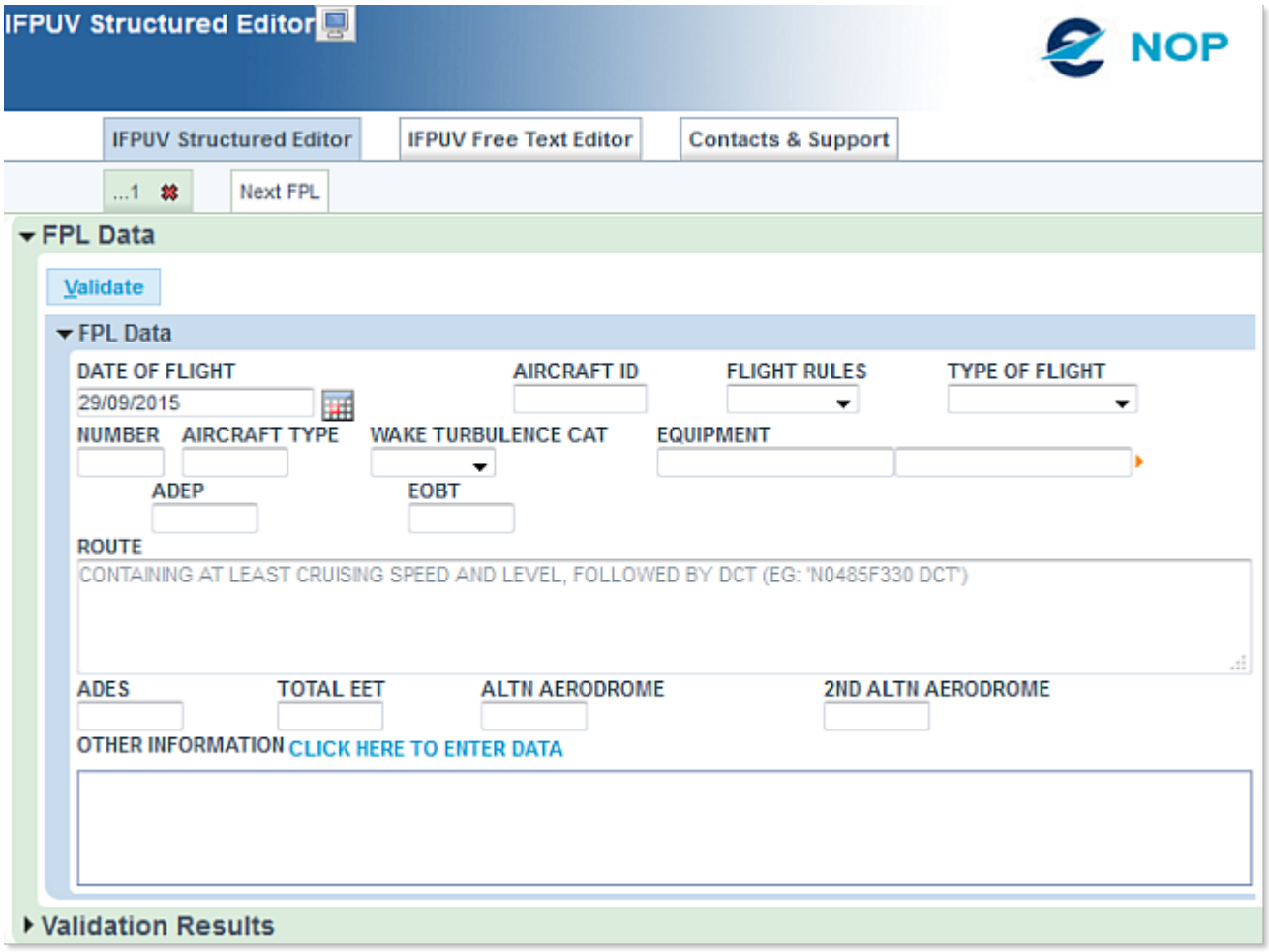
- If the submitted flight plan is not correct, a message indicating the affected parameter and the nature of the error is displayed:



You can then make the necessary corrections and resubmit the query, until the "NO ERRORS" message is returned.

5.20.2 Structured Editor

The **Structured Editor** tab allows you to fill in various fields of a flight plan and then validate it against IFPUV, request for route proposals, and then submit it:



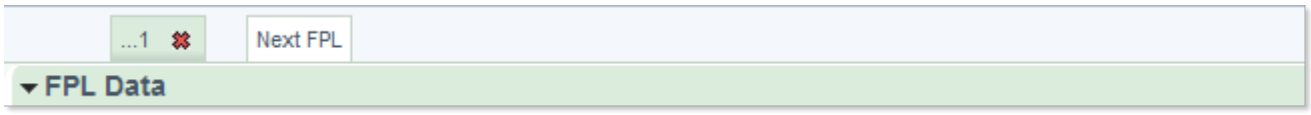
It is divided in two sections:

1. **FPL Data** - itself composed of one subsection:
    a. **FPL Data**
2. **Validation Results**

> **Note**: Flight Plan submission is only visible to the profiles with the **Flight Plan Management** role: **AO**, **ARO**, and **FMP.**

5.20.2.1 Editing Tabs

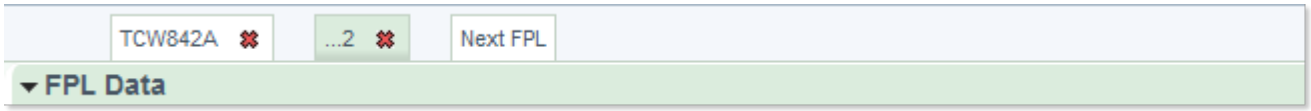
When first opened, the **Editor** panel features two tabs, respectively labeled **...1** and **Next FPL**:



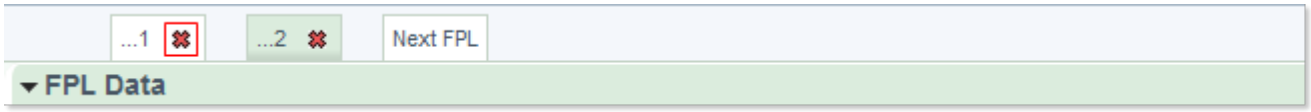
The first corresponds to the currently displayed data, and is labeled **...1** by default. As soon as you enter data, the label name changes to reflect the value of the **AIRCRAFT ID** field:

If need be, you can create additional tabs (and subsequently, additional flight plans) within the same Detached View and navigate between them.

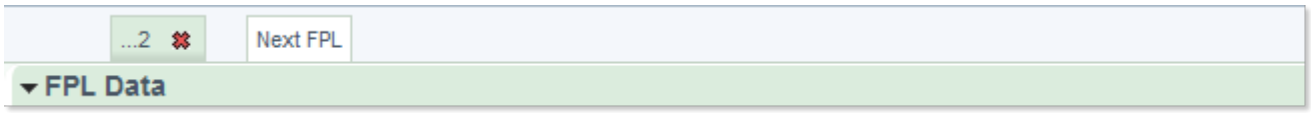
To **create** a new tab, simply click on the **Next FPL** tab - in this example, the result will be the creation of a new tab, labeled **...2** by default (until you specify the relevant ARCID):



To delete a tab, click on the corresponding **Close** red cross:



Which results in:



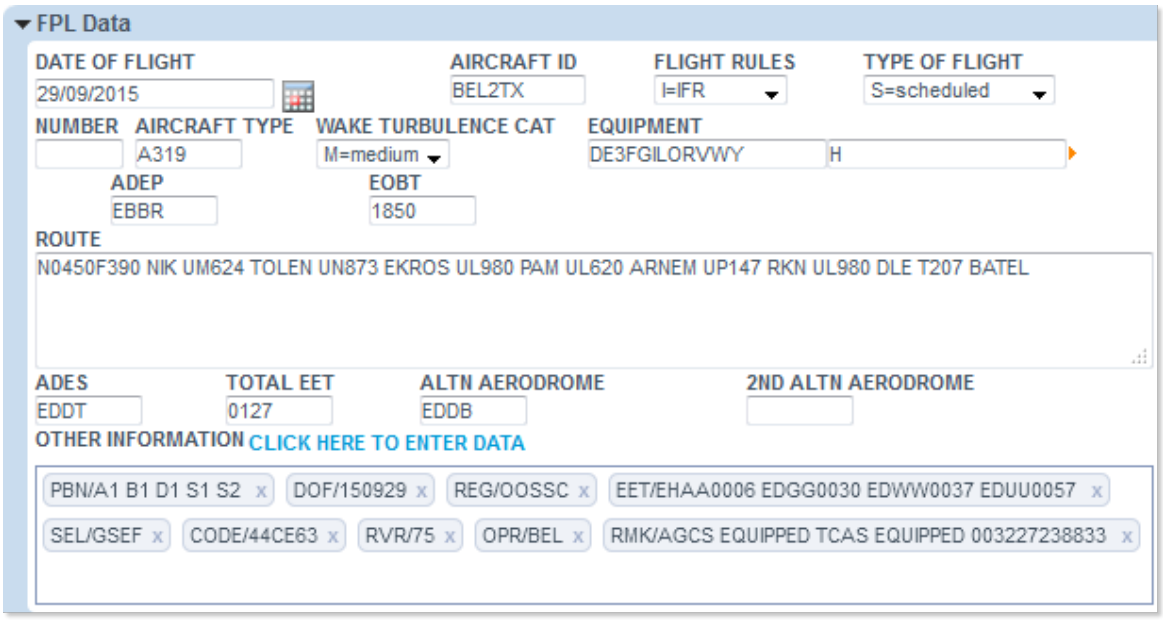
5.20.2.2 Create / Edit data

Enter or edit the flight plan data - please refer to the **FPL Data (Section 5.20.2.4)** section for detailed information on the **Structured Editor** features.

5.20.2.3 Validate

The **Editor** section features a **Validate** button, to be used in order to launch the validation process - and see the results in the **Validation Results (Section 5.20.1.2)** section.

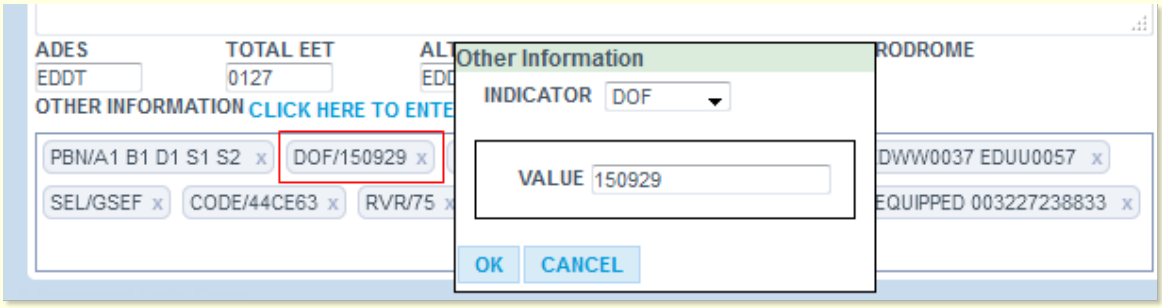
5.20.2.4 FPL Data



sww

Featuring plain text fields as well as dedicated editing components (wizards), the **FPL Data** area provides a structured and convenient way to enter or check the flight plan information.

- **DATE OF FLIGHT**: The date of the flight - you may either type in the date, or use the **Date Picker**:

> Note: you can achieve the same result by editing the value of the **DOF** indicator in the **OTHER INFORMATION** field:
>
> 
>

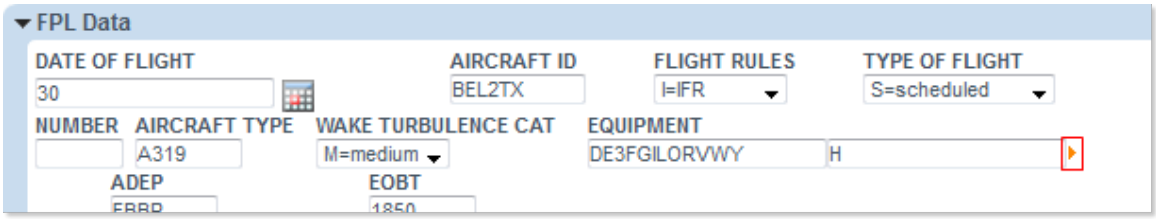
- **AIRCRAFT ID**: Aircraft identification. By default, the field is empty.
- **FLIGHT RULES**: Flight rules.
  In the Flight Assistant mode, a drop-down list allows to select a possible value from:
  a) I for IFR.
  b) V for VFR.
  c) Y for IFR changing to VFR.
  d) Z for VFR changing to IFR.
  e) Empty – the default value.
- **TYPE OF FLIGHT**: Flight type. A drop-down list allows selecting a possible value from:
  a) S for scheduled.
  b) N for non-scheduled.
  c) G for general.
  d) M for military.
  e) X for training.
  f) Empty – the default value.
- **NUMBER**: Number of aircraft, if more than one in case of formation flights. By default, the field is empty.
- **AIRCRAFT TYPE**: the type of Aircraft. By default, the field is empty.
- **WAKE TURBULENCE CAT**: Wake turbulence category indicating maximum certified take-off mass of the aircraft.
  A drop-down list allows selecting a possible value from:
  a) L for light.
  b) M for medium.
  c) H for heavy.
  d) J for super.
  e) Empty – the default value.
- **EQUIPMENT**: Comprises of the following two fields:
  a) Radio communication, navigation and approach aid equipment.
  b) Surveillance equipment.
  By default, both the fields are empty.

> A comprehensive wizard facilitates the specification of the equipment and capabilities parameters - see description below.

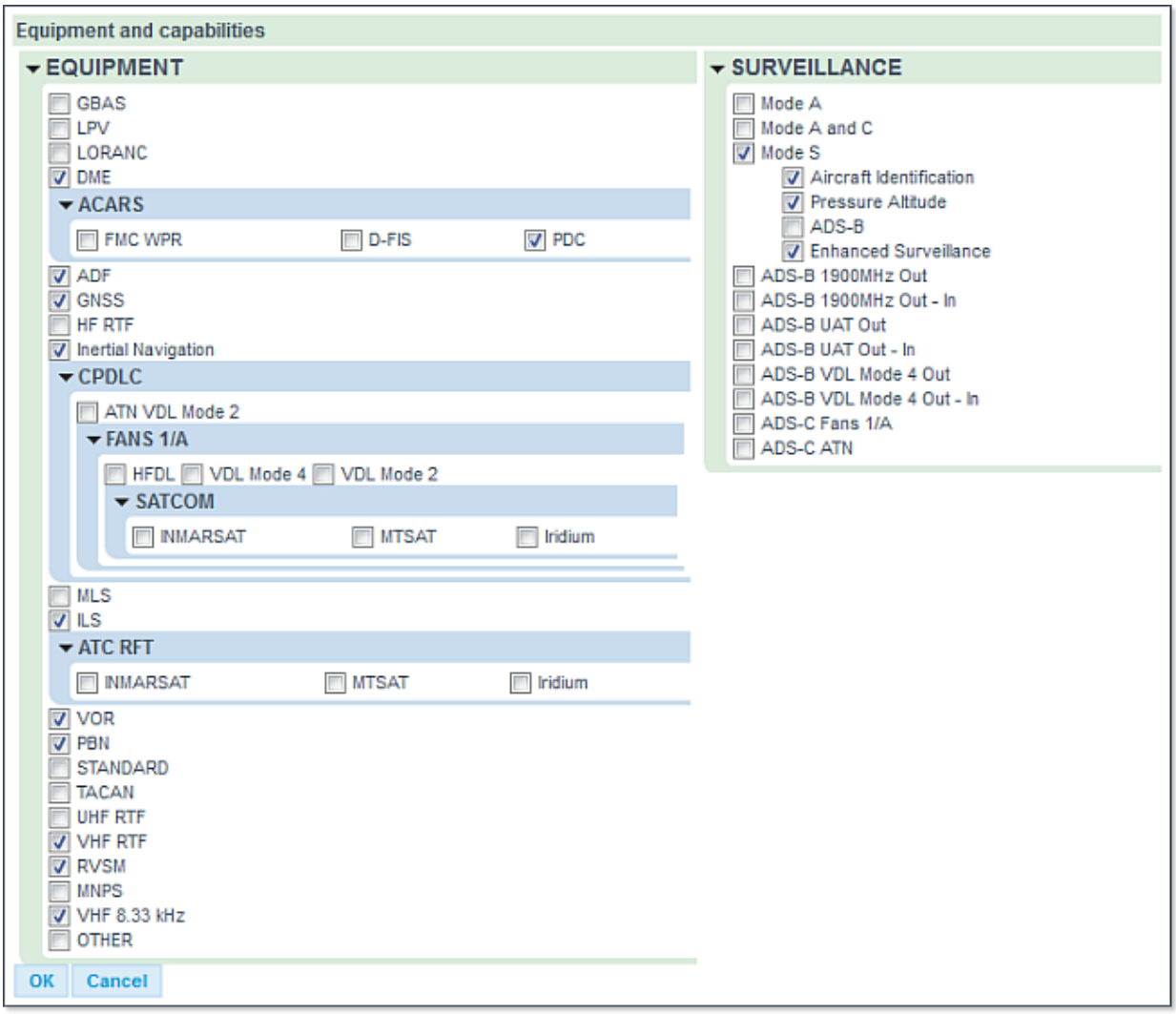
- **ADEP**: ICAO code of the aerodrome of departure. By default, the field is empty.
- **EOBT**: Estimated Off-Block time. By default, the field is empty.
- **ROUTE**: Brings together the values of the following parameters (by default, the field is empty):
    1. **CRUISING SPEED**: The true airspeed for the first or the whole cruising portion of the flight.
    2. **LEVEL**: Requested cruising level.
    3. **ROUTE**: Flight Plan route.
- **ADES**: ICAO code of the aerodrome of destination. By default, the field is empty.
- **TOTAL EET**: Total Estimated Elapsed Time (hhmm). By default, the field is empty.
- **ALTN AERODROME**: ICAO code of the first alternate aerodrome of destination. By default, the field is empty.
- **2ND ALTN AERODROME**: ICAO code of the second alternate aerodrome of destination. By default, the field is empty.
- **OTHER INFORMATION**: List of additional indicators, when relevant (as specified by ICAO for **Field 18** of the FPL).

Wizards

5.20.2.4.1 EQUIPMENT

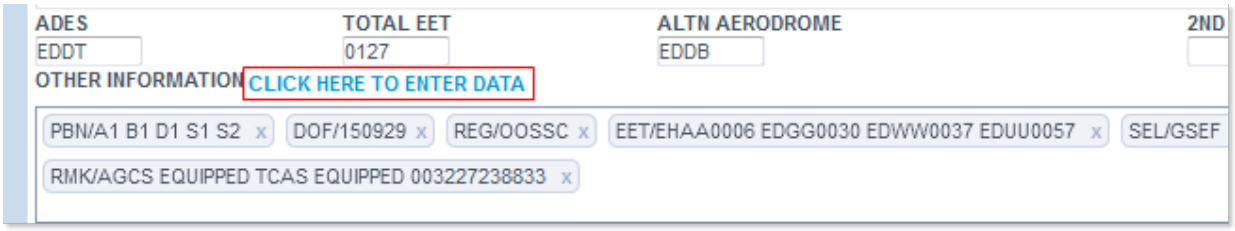


Click on the highlighted orange arrow to open the **EQUIPMENT** wizard - note how the **DE3FGILORVWY** / **H** values of the text fields are presented in the editor:

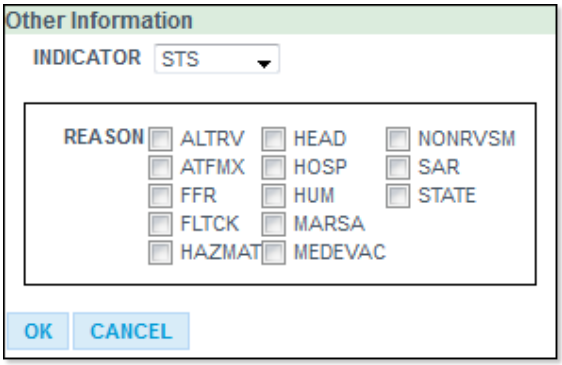


Select the desired parameters and click on the **OK** button to exit the wizard and apply the new values to the text fields - or click on the **Cancel** button to discard unwanted changes.

5.20.2.4.2 OTHER INFORMATION



Click on the highlighted **CLICK HERE TO ENTER DATA** link to open the **OTHER INFORMATION** wizard:



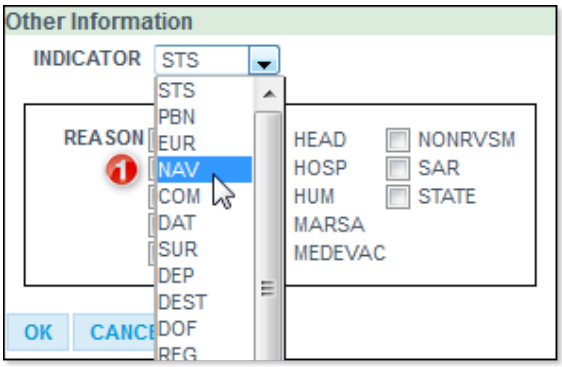
The **Other Information** wizard is structured as follows:

- **INDICATOR**: a drop-down menu listing all available indicators (STS, PBN, EUR, NAV, COM, ...)
- **Parameter(s)**: numerical of alphanumerical value, text field(s), tables, etc.
- **Action Buttons**: the standard **OK** and **CANCEL** buttons.

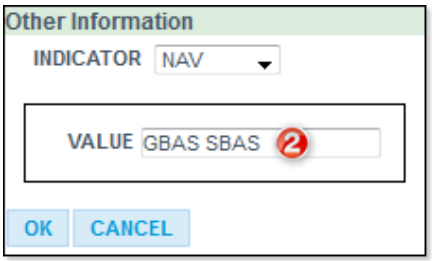
Add Indicator

Example (for the NAV indicator):

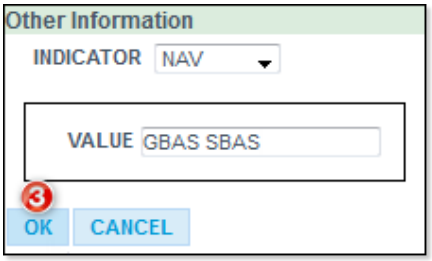
1 Select the desired **INDICATOR**:



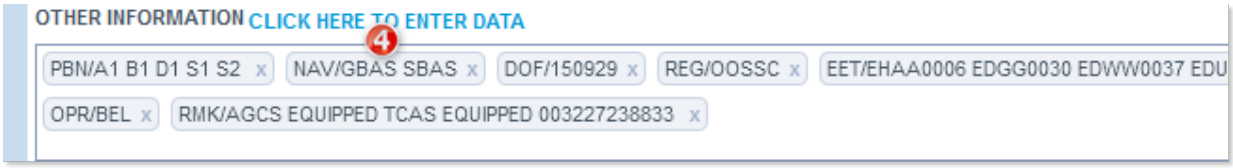
2 Specify the value(s):



3 Click on the **OK** button:



4 The newly created **NAV** indicator now shows in the **OTHER INFORMATION** field:

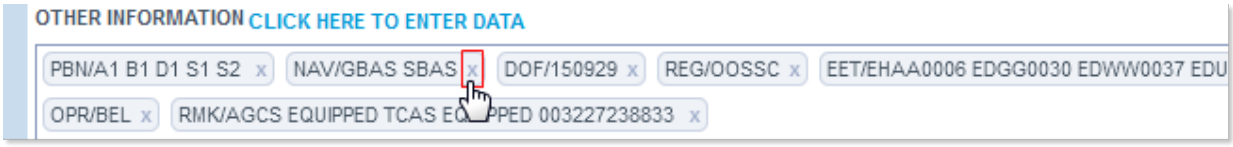


Edit Indicator

Simply click on the desired indicator to open the corresponding wizard.

Delete Indicator

Click on the trailing **x** link to remove the corresponding indicator from the **OTHER INFORMATION** field:

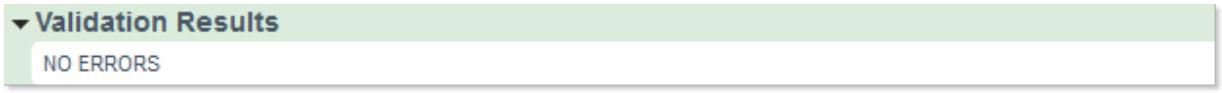


More information on how to work with the **OTHER INFORMATION** wizard can be found in the **IFPUV Users Manual** (http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-users-manual-current.pdf) - additional support can be obtained from the **Contacts and Support** tab:

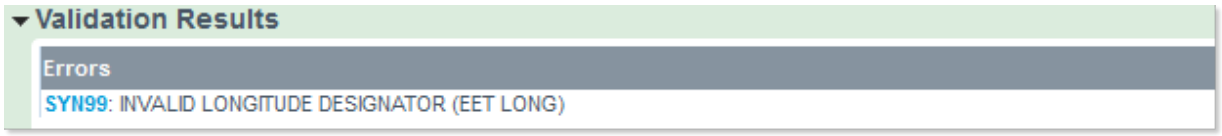
5.20.2.5 Validation Results

The **Validation Results** panel is in effect a message area, displaying the IFPUV response to the **Validate** action:

- If the submitted flight plan is correct, the message is **NO ERRORS**. The flight plan is therefore considered as being valid:



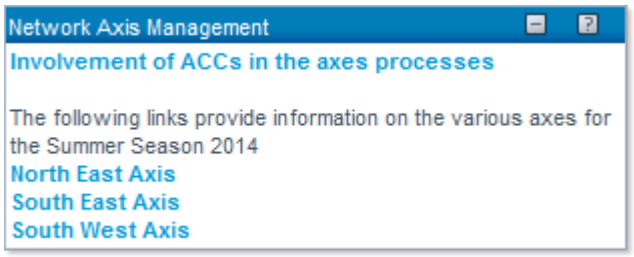
- If the submitted flight plan is not correct, a message indicating the affected parameter and the nature of the error is displayed:



You can then make the necessary corrections and resubmit the query, until the "NO ERRORS" message is returned.

5.21 Network Axis Management

Typical Scope: STR



The **Network Axis Management** Portlet presents some elements formerly carried by the seasonal Network Operations Plan. It provides information about the AXIS's, according to the actual season.

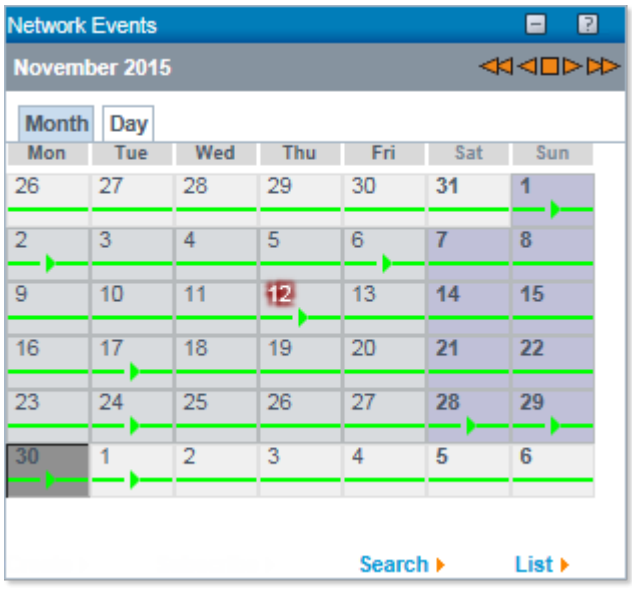
Outline

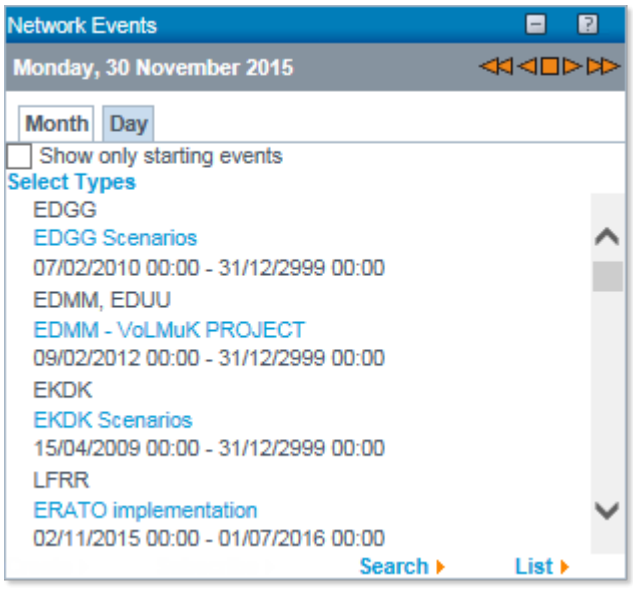
- Focus on the traffic flows in a specified area
- Indication of the participating ANSP's and ACC's
- When applicable, information on
    - applied Cherry picking
    - Level capping
    - Re-routing options
    - Scenarios
- Possibility for Tactical Supervisors to publish an AXIS update in cases where there is a significant change in the pretactical plan, or anything important for the concerned traffic flows.

5.22 Network Events

Typical Scope: POS TAC PRE STR

This is the **Network Events** Portlet (respectively with the **Month** and the **Day** tab selected):





It presents all **Network Events (Section 5.22.1)** available for a given day or period, as the single access point for information provided during the ATM operational phases:

- Strategic information: when and where the event will occurs, what are the expected benefits and the expected operational impact;
- Pre-tactical information: what mitigation measures are to be put in place;
- Post-operations information: performance analysis (what performance was recorded in relation to the event? was the operational impact as expected? were the mitigation means effective? What can we do better/different in the future? etc.).

Overview

When launched, the current date is set on the current portal time. The selected day (highlighted day cell) is set on the portal target date.

The calendar header shows the current calendar date, and the navigation controls.

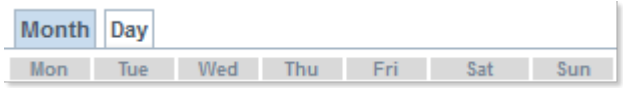
Current: Click on the square to set display date to portal simulated time.

Previous/ Next: Click on the left/right arrow to go to the previous/next day or month (depending on the **View Mode**).

Major Previous / Next: Click on the left/right double arrow to go to the previous/next month or year (depending on the **View Mode**).

Change the View Mode

Change the **View Mode** by clicking on the tabs right under the header.

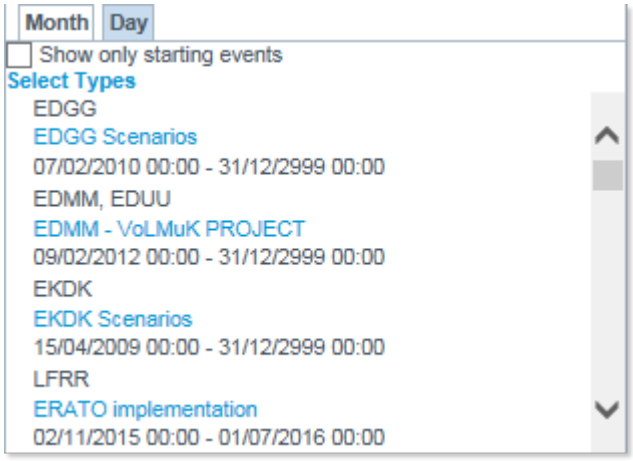


Month (Selected by default in all ATFCM phases besides **Tactical**)

Click on this tab to display the calendar view showing all the events starting or occurring in the selected month.

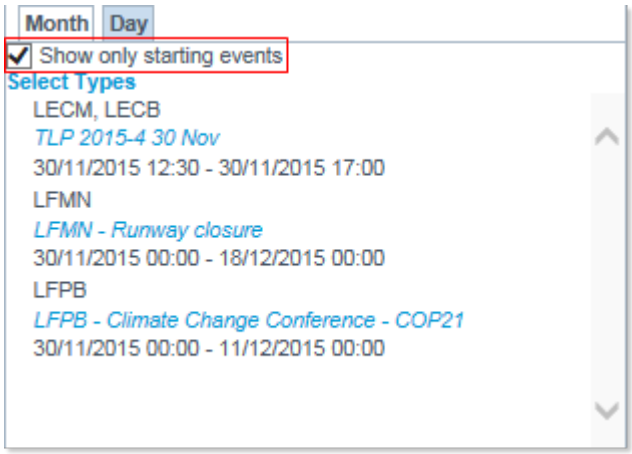
Day (Selected by default when in **Tactical** phase)

Click on this tab to display the events scheduled for the selected day, including those having started earlier but which are not ended yet...

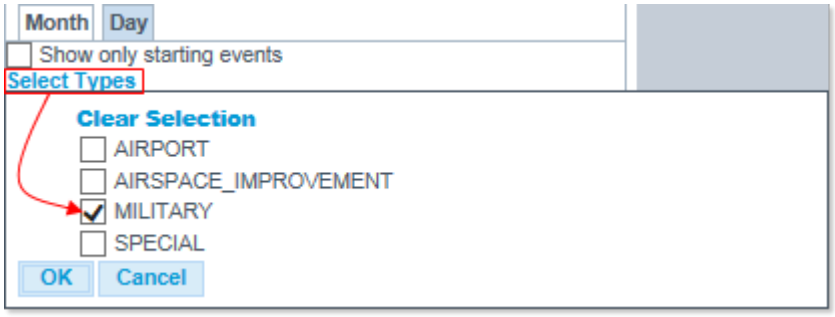


Note: *Starting* events are displayed on top of the list, and typed in italic - to make them stand out from the *Ongoing* events.

Checking the **Show starting events only** button filters down the displayed list of events to the ones starting on the selected day:



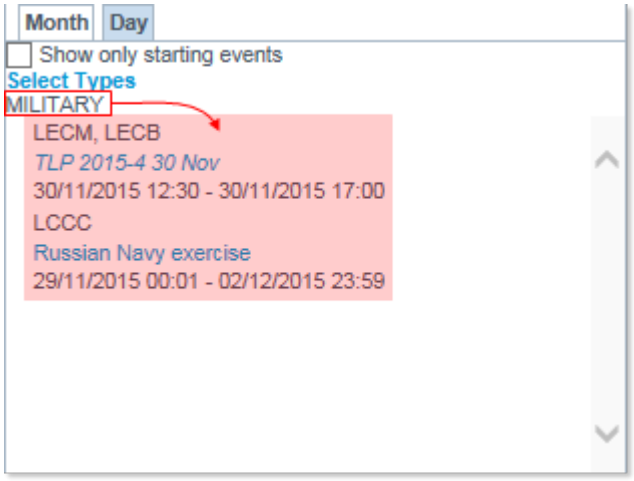
The **Select Type** component provides an additional method to filter the displayed events:



Select the desired Events Types from the proposed options (**AIRPORT**, **AIRPACE_IMPROVEMENT**, **MILITARY** and/or **SPECIAL**) and click

on the **OK** button.

The active filters, if any, are indicated at the top of the display area - and the list filtered as requested:



Viewing Events

By default, the Calendar displays the events associated to the selected Target Date.

When you are in the **Month** mode, a green symbol (**Event Mark**) indicates that there is an event scheduled for a given day, either starting or ongoing:

Each symbol stands for one given event - the color telling the type of event:

= Event(s) starting on the day

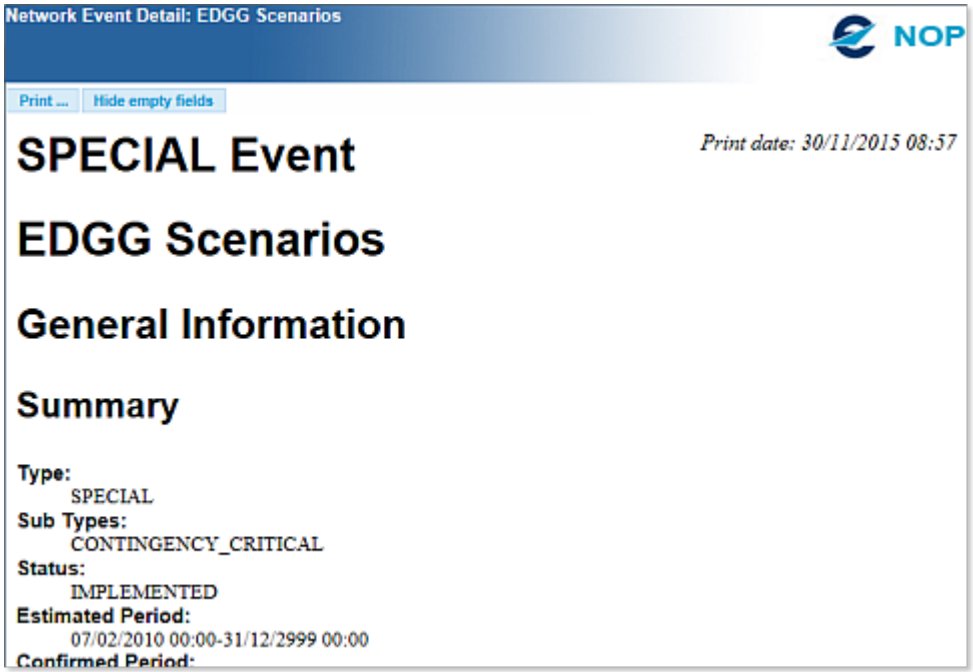
= Event(s) ongoing on the day

= Event(s) starting while others are continuing

The Calendar also highlights **AIRAC** dates with a red dot:

Click on date to jump to the corresponding selection, displayed in **Day** mode. (If you already were in **Day** mode, disregard the above described step.)

Next click on the title of an event to open the corresponding **Event Detail** Detached View:



The NET Functions

The **Calendar** Portlet features up to 4 **NET** functions - this will vary according to your profile and the privileges attached to it.

Typically, the **Create** and **Subscribe** functions will be reserved to specific NOP content contributors - you may therefore not be able to see them.

The two commands available to you are located at the bottom of the Portlet - click on a link to get more information on each function:

- **Search (Section 5.22.2)**
- **List (Section 5.22.3)**

5.22.1 Concept

The **Network Event** is the root concept of the **Network Events Tool** (NET) application.

Definition

A Network Event is an activity (or set of activities) which may:

- cause air **traffic demand** to **increase** for a period (e.g. sports games, etc.)
- cause air **traffic flows** to be **shifted** for a period (e.g. temporary traffic switch between airports, security measures, etc.)
- lead to a **temporary reduction of Network Performance** (e.g. capacity, safety, etc.) - with various potential causes:
    - implementation of new ATM system,
    - move to new ACC Ops room,
    - major airspace reorganisation,
    - works on runways/taxiways,
    - runway closures,
    - system or procedures changes,
    - airport terminal reduced facilities,
    - temporary reduction in ATC staff,
    - opening of a new airport
    - ...
- significantly **influence normal airport operations** (e.g. opening of a new runway/airport, runway closure, new flight procedures (e.g. CDO etc.), weather pattern, etc.)

These events are required to be communicated to the Network Manager, in compliance with the EC Regulation 677/2011 (Network Manager) and EC Regulation 255/2010 (ATFM Implementing Rule), in order to facilitate the planning and coordination of these events at network and local level, thus supporting a more efficient NM response to the evolution of traffic demand.

In short, a **Network Event** is typically associated with a given area, spans over a certain period of time, and contains various types of data (texts, images, comments, links to other sources, ...). It can in addition contain a number of **Activities** and/or of **Measures and Scenarios** who are similarly associated with time limits, and who can in turn contain references to **Impacted** elements...

In order to meet the requirements and support processes triggered in each operational phase, the NET event data model has been developed to allow the necessary information to be collected gradually and stored in an structured manner, aiming to progress towards a B2B service. The complexity of effects that any events may have on the performance of the ATM Network needs a complex event data model (de-composition) down to the level that would allow detailed analysis of their expected effect (potential operational impact). The long term goal of such detailed de-composition is to enable automatic exchanges of data between specialised applications designed to increase experts awareness of the event progress through the ATM planning phases and to trigger impact assessments when necessary and most efficient.

This has resulted in a complex but comprehensive data model implemented in NET, which allows decomposition of an event into specific activities, occurring at specific periods in specific locations and producing specific effects on the network performance. Hence a certain level of expertise and attention is required when creating/updating Network Events in NET. The main components of an event in NET are described in more detail below.

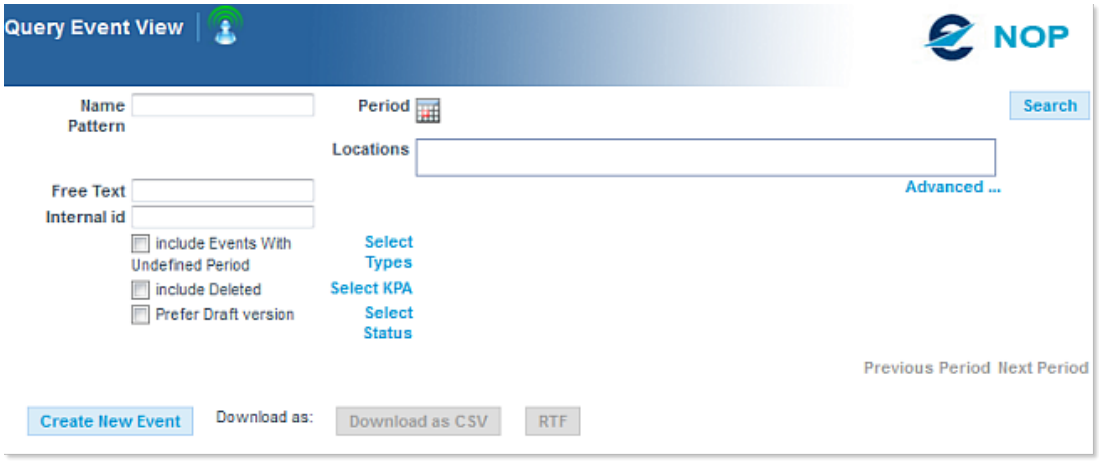
Events / Activities / Impacts

An Network Event typically occurs during a given period at a given location or set of locations and may have one of the effects described above, which may in turn affect one or more key performance areas: capacity, flight efficiency, cost-effectiveness, safety. For example, Geneva International Motorshow took place in Geneva between 06 - 16 March 2014. This was expected to result in increased traffic to Geneva airport, causing parking congestion during this event. This simple event consist in just one activity (the motor show itself) taking place at a specific location and over a specific period of time and expected to cause a specific impact on local operations. This potential impact would be assessed prior to the start of the event and mitigation measures identified if necessary. During the event, performance analysis are collected and analysed at specific intervals according to current NM Processes. Performance results are published monthly and annually.

Some Network Events can be more complex and consist in one or more parallel or sequential activities (similar or different) that occur over different periods and at different location sets. Each of these activities may have cause different operational impacts, which may in turn affect one or more key performance areas. Some ATFCM measures may need to be prepared in advance and applied during the event to minimise the operational impact. Performance data collection and analysis will take place as described above. For example, an ACC re-organisation is planned in FRANCE in May 2015, which implies some training activities prior to the re-organisation, some technical tests of the ATC systems, etc. In addition, a related pre-validation exercise is foreseen to take place in Brussels in January 2015, involving a number of controllers from that French ACC. All these activities are consolidated in a single event, which may lead to a temporary reduction of that ACC's capacity.

5.22.2 Search Events

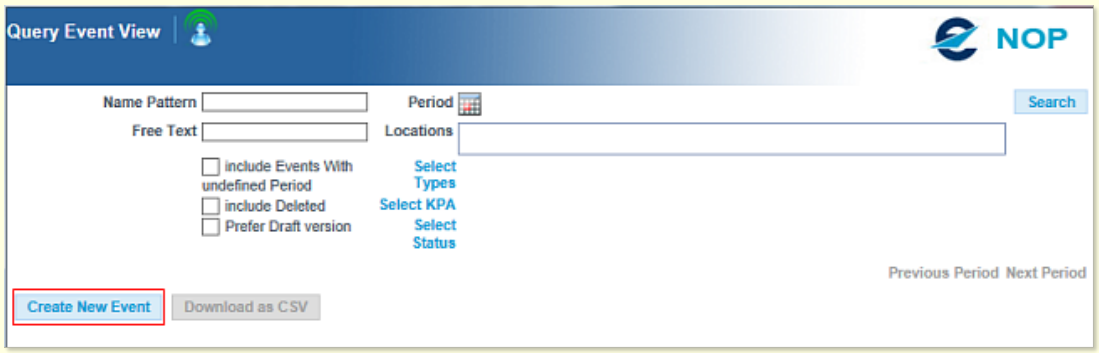
The **Search Events** link from the **Network Events** Portlet opens the **Query Event View** Detached View:



The Query Area

The Query Area features three command buttons, namely **Download as CSV** and **RTF** (used to download a generated file with the results of the query and save it on your computer) in addition to the **Search** button (used to launch the query).

Note: Recognized **NOP Editors/Contributors** get an additional **Create New Event** button, allowing to create a Network Event without having to return to the Main page.



A number of search parameters are used to define the query:

- **Name Pattern**: allow you to define 'patterns' using explicitly declared characters, in combination with the following wildcards:
  - the ***** wildcard can be used in front, at the end or on both sides of a search string, and will stand for any number of characters
  - the **?** wildcard can likewise be used in any position, and will stand for a single character.

    Example: **ca?a*** will return any event that contains in the **Name** field the word: Casablanca, Canarias, CANAC, … where **?** can be any character on the third place in the word and ***** all the characters that follow on the second 'a' on the search fieldType your Note Box content here.

    Search Rules:
    - A single word results in an exact match
    - Words separated by spaces return entries matching any one of the listed terms: 'north east axis' will return any event that contains the wor 'north' OR 'east' OR 'axis' in the **Name** field

    Note: the search word/string/selected criteria is highlighted in yellow in the search results table (see example for the Name Pattern **'Amsterdam'**):

Type	Name	Period (Est.)	Locations	Status	Responsible Data Source	Last Published Date	Draft Owner	Internal id
AIRSPACE_IMPROVEMENT	50.012 AMRUFRA/ AMsterdam - RUhr - FRAnkfurt	AIRAC 1003 (2010/03/11)	ED, ET - DEU - GERMANY (Country), EH - NLD - NETHERLANDS (Country), EDYY - MAASTRICHT UAC (ACC)	IMPLEMENTED	ERNP	14/11/2015		16616
SPECIAL	Europa League Final, Amsterdam	15/05/2013 00:00-16/05/2013 00:00	EHAA - AMSTERDAM ACC(245-) (ACC)	IMPLEMENTED	NET	11/03/2014		19227
SPECIAL	MTV Awards , Amsterdam	10/11/2013 00:00-11/11/2013 00:00		IMPLEMENTED	NET	11/03/2014		19201

- **Period**: the selected period
- **Free Text**: allows a free text search - it will find any data matching (even loosely, in a 'fuzzy search' approach suggesting likely matches) the searched terms, in the following fields:
  - the **Name** field
  - the **Short Description** field
  - the **Description** field
  - the **Event** itself
  - **Activity**(ies), if any
  - **Impact**(s), if any

  The ***** and **?** wildcards can be used here as well (see the **Name Pattern** description aborve for details).
- **Locations**: the locations(s) concerned by the event

- **Select Types**: opens a dialogue listing the proposed types you can select:
  1. AIRPORT
  2. AIRSPACE_IMPROVEMENT
  3. MILITARY
  4. SPECIAL

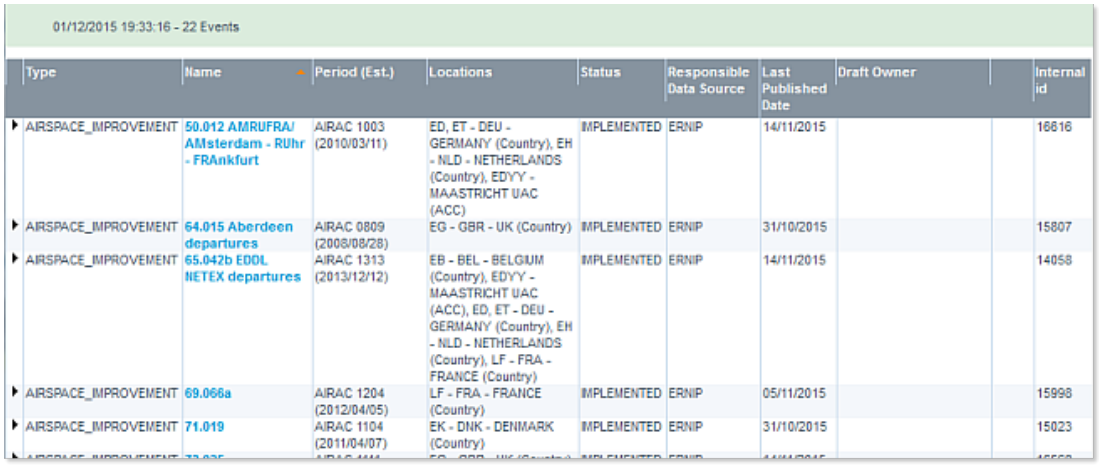
> **Note**: the **Select Types** component allows you to fine tune your query down to the sub-type level:
>
>
>

- **Select KPA**: opens a dialogue listing the proposed KPAs you can select:
  1. CAPACITY
  2. FLIGHT_EFFICIENCY
- **Select Status**: opens a dialogue listing the proposed Statuses you can select:
  1. PROPOSED
  2. PLANNED
  3. CONFIRMED
  4. ON_HOLD
  5. IMPLEMENTED
  6. CANCELLED
- **Include Events with undefined Period**, **Include Deleted** & **Prefer Draft version**; check boxes to widen or narrow the scope of the query.

Lastly, the **Previous Period** and **Next Period** navigation links will allow you to jump to the previous and next period respectively, using the last date interval used.

The Result Area

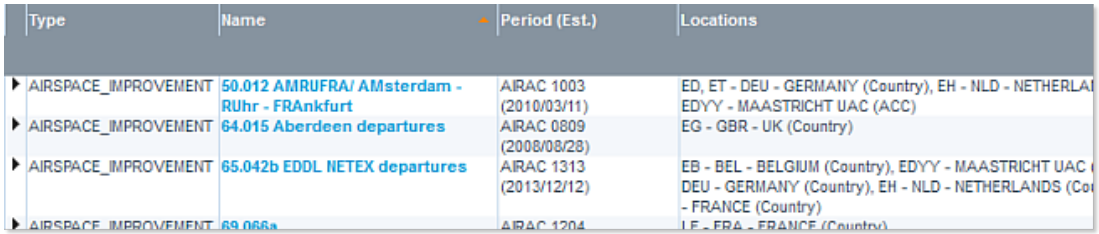
The **Result Area** presents a table listing all entries matching the query criteria - see here an example with a Freetext search for '**EDLL**':



01/12/2015 19:33:16 - 22 Events

Type	Name	Period (Est.)	Locations	Status	Responsible Data Source	Last Published Date	Draft Owner	Internal id
AIRSPACE_IMPROVEMENT	50.012 AMRUFRA/ AMsterdam - RUhr - FRAnkfurt	AIRAC 1003 (2010/03/11)	ED, ET - DEU - GERMANY (Country), EH - NLD - NETHERLANDS (Country), EDYY - MAASTRICHT UAC (ACC)	IMPLEMENTED	ERNIP	14/11/2015		16816
AIRSPACE_IMPROVEMENT	64.015 Aberdeen departures	AIRAC 0809 (2008/08/28)	EG - GBR - UK (Country)	IMPLEMENTED	ERNIP	31/10/2015		15807
AIRSPACE_IMPROVEMENT	65.042b EDDL NETEX departures	AIRAC 1313 (2013/12/12)	EB - BEL - BELGIUM (Country), EDYY - MAASTRICHT UAC (ACC), ED, ET - DEU - GERMANY (Country), EH - NLD - NETHERLANDS (Country), LF - FRA - FRANCE (Country)	IMPLEMENTED	ERNIP	14/11/2015		14058
AIRSPACE_IMPROVEMENT	69.066a	AIRAC 1204 (2012/04/05)	LF - FRA - FRANCE (Country)	IMPLEMENTED	ERNIP	05/11/2015		15998
AIRSPACE_IMPROVEMENT	71.019	AIRAC 1104 (2011/04/07)	EK - DNK - DENMARK (Country)	IMPLEMENTED	ERNIP	31/10/2015		15023

The **Results Table** features 10 columns (all of them sortable with the exception of the first one):



Type	Name	Period (Est.)	Locations
AIRSPACE_IMPROVEMENT	50.012 AMRUFRA/ AMsterdam - RUhr - FRAnkfurt	AIRAC 1003 (2010/03/11)	ED, ET - DEU - GERMANY (Country), EH - NLD - NETHERLA EDYY - MAASTRICHT UAC (ACC)
AIRSPACE_IMPROVEMENT	64.015 Aberdeen departures	AIRAC 0809 (2008/08/28)	EG - GBR - UK (Country)
AIRSPACE_IMPROVEMENT	65.042b EDDL NETEX departures	AIRAC 1313 (2013/12/12)	EB - BEL - BELGIUM (Country), EDYY - MAASTRICHT UAC (DEU - GERMANY (Country), EH - NLD - NETHERLANDS (Co - FRANCE (Country)
AIRSPACE_IMPROVEMENT	69.066a	AIRAC 1204	LF - FRA - FRANCE (Country)

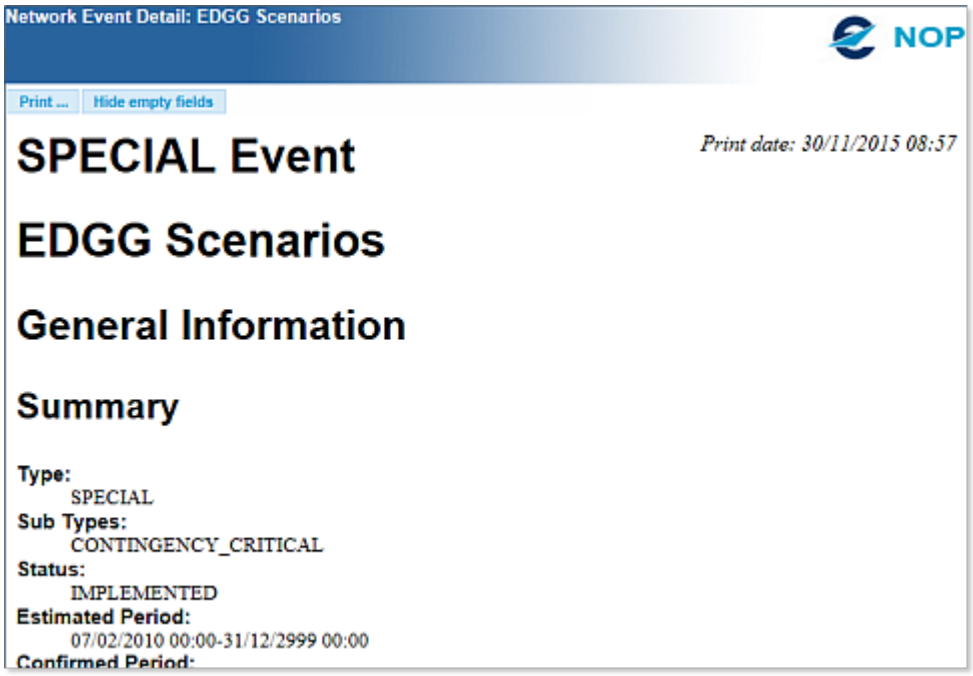
- (unnamed): **Expand/Collapse** arrows to display the content of the **Summary** field
- **Type**: The Type of the event
- **Name**: The Name of the event
- **Period (est.)**: The estimated period for the event
- **Locations**: The locations concerned by the event

Status	Responsible Data Source	Last Published Date	Draft Owner		Internal id
IMPLEMENTED	ERNIP	14/11/2015			16616
IMPLEMENTED	ERNIP	31/10/2015			15807
IMPLEMENTED	ERNIP	14/11/2015			14058

- **Status**: The current status of the event
- **Responsible Data Source**: Identification of the originator of the event
- **Last Published Date**: The date of the most recent publication
- **Draft Owner**: Identification of the owner of the Draft version - when relevant, that is, when a draft exists
- (unnamed): provides a **View Published** link to the published version of the event

5.22.2.1 Event Detail

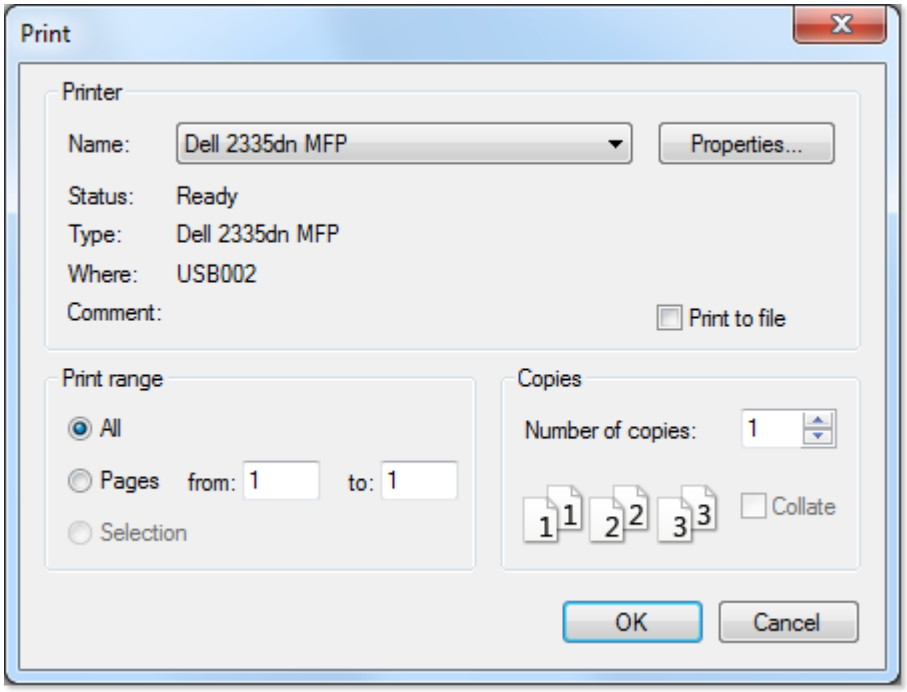
The **Event Viewer** generates a **Network Event Detail** detached view as depicted below:



Buttons Bar

5.22.2.1.1 Print ...

This command launches the Print function of your browser, looking like this (this may however vary depending on your browser type and version):



5.22.2.1.2 Hide empty fields / Show empty fields

Respectively hides or shows all fields for which no data has been provided by the event author.

Event Content

The rest of the window displays the full content of the event, in a structured way:

A. General Information

1. Summary
2. Description and Expected Benefits

3. Originator
4. Measures and Scenarios
5. Reference Publications
6. Remarks and Comments

B. Activities and Impacts

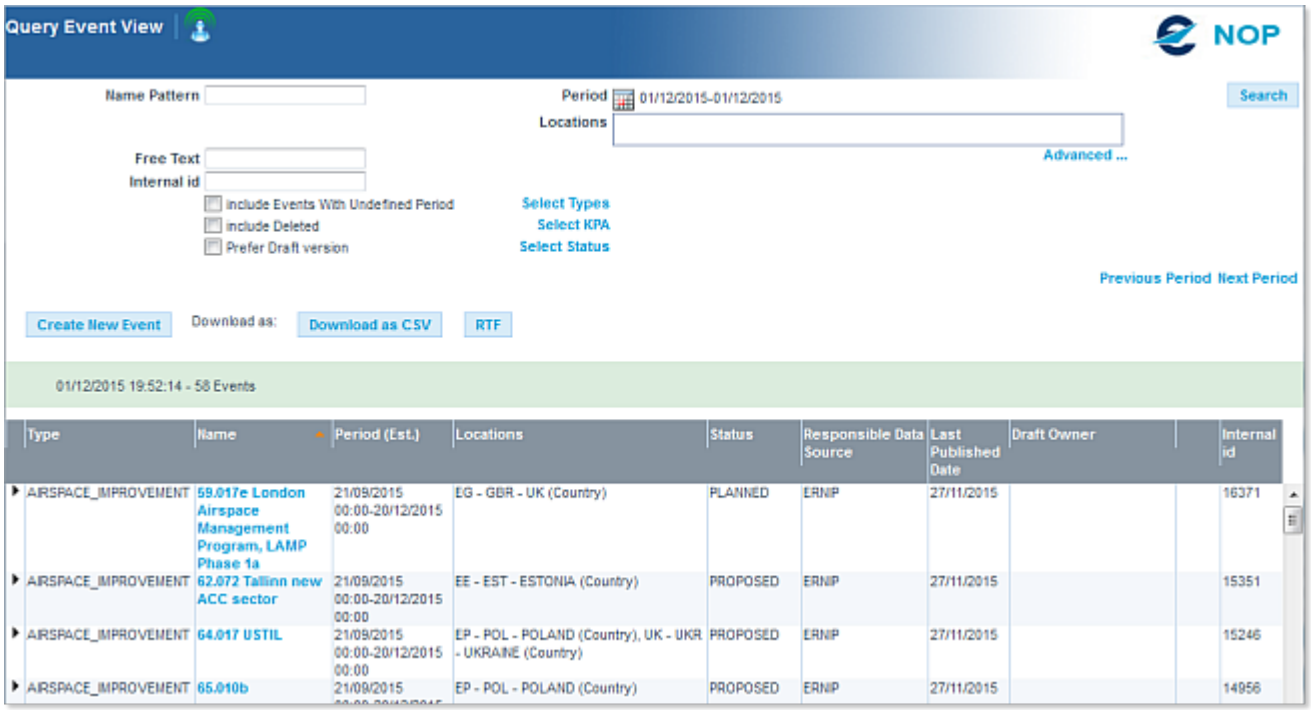
This section lists all activities declared for the event. For each activity the following information is available:

1. **General Information**
    a. Period
    b. Locations
    c. Description
    d. Comments
2. **Impacts**: for each declared impact the following information is available:
    a. Period
    b. Extended Network Impact
    c. Types
    d. Description
    e. Attachments
    f. Capacity Variation
    g. Sector Configuration
    h. Traffic Sample Description
    i. Impacted Locations
    j. Possible Bottleneck Sectors
    k. Comments

5.22.3 List

The **List** link from the **Calendar** Portlet opens the **Query Event View** Detached View - as does the **Search Events (Section 5.22.2)** link.

This specific function will however perform an automatic query for the selected period:



5.23 Network Headline News

Typical Scope: TAC PRE

This Portlet announces events that have a significant impact on the ATFCM Network – the same way the headlines of a newspaper announce the main events of the day. These events may be foreseen or not, such as industrial action, airspace closure, sporting event, bad weather with significant regional impact, etc.

Portlet Structure

5.23.1 Latest News / Ongoing News Tabs

The Portlet opens by default the **Latest News** tab - to display the list of Headline News as they are set to be announced, with the newest item on top.

Click on the **Ongoing News** tab to get a list of the currently ongoing events, effectively affecting the Network.

5.23.2 News List

Each line starts with the Date and Time of the item, formatted as DDMMM hh:mm (two digits for the Day and three letters for the Month, then two digits for the hour followed by two digits for the minutes).

Next comes the title of the **Network Headline News -** displayed in two colors, depending on the level of criticality:

- **black: INFO** means there is no severity - **NORMAL** is the lowest severity level - **WARNING** indicates there could be a medium or high severity level.
- **red: ALARM** is the highest severity level. The news is critical.

> ⚠ Headline news must not be confused with **AIMs** (ATFCM Information messages). Events with minor or local impact on the ATFCM Network may be announced via an AIM while significant events will be announced via both media. It will be let to the NM operations to determine the events that come within the Headline News category.

A summary of the News is revealed when clicking on the ▶ expand button, as shown below with the third item.

5.23.3 Links

Two Links are featured at the bottom of the Portlet: **Subscribe** and **more**.

Subscribe

The **Subscribe** link opens the **Subscription Editor ('Subscriptions' in the on-line documentation)**, when you can specify to which stream of information you wish to subscribe.

More

The **more** button opens a Detached View listing all **Network Headline News**, be they **Online News** or **Archive News** - by means of their respective tabs:

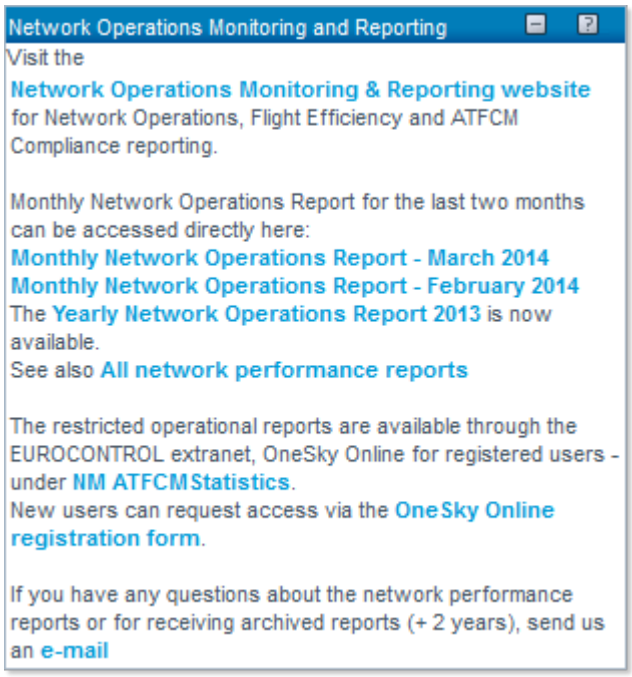
- The **Online News** view contains all items which are in **Latest** or **Ongoing** state, sorted by publication time (latest on top):

- The **Archive News** view contains items on any state but **Latest** or **Ongoing**, sorted by publication time (latest on top):

Here again, click on the ▶ expand button to view the News content.

5.24 Network Operations Monitoring and Reporting

Typical Scope: POS



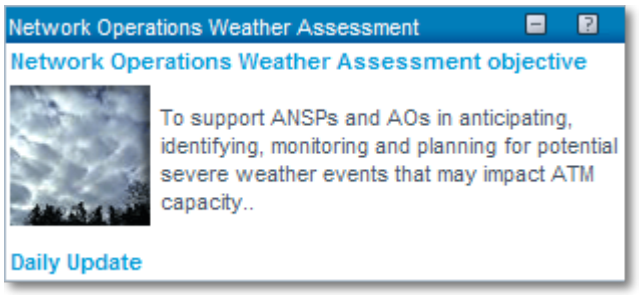
The **Network Operations Monitoring and Reporting** Portlet gives access to a number of operational reports.

The restricted operational reports are available through the EUROCONTROL extranet, OneSky Online for registered users - under **CFMU ATFCM Statistics**.
New users can request access via the **OneSky Online registration form**.
For public reports, visit the **Network Operations and Monitoring** website.

If you have any questions about the network performance reports, send us an **e-mail**

5.25 Network Operations Weather Assessment

Typical Scope: TAC PRE

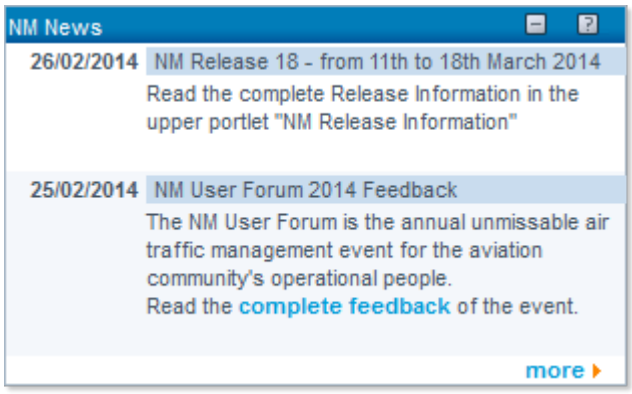


The **Network Operations Weather Assessment** Portlet provides support to ANSPs and AOs in anticipating, identifying, monitoring and planning for potential severe weather events that may impact ATM capacity.

From the **Tactical** tab, the **Daily Update** link opens a copy of the current **Daily Eurocontrol Network Weather Assessment** PDF document.
From the **PreTactical** tab, the **Daily Update** link opens a copy of the previous **Daily Eurocontrol Network Weather Assessment** PDF document.

5.26 NM News

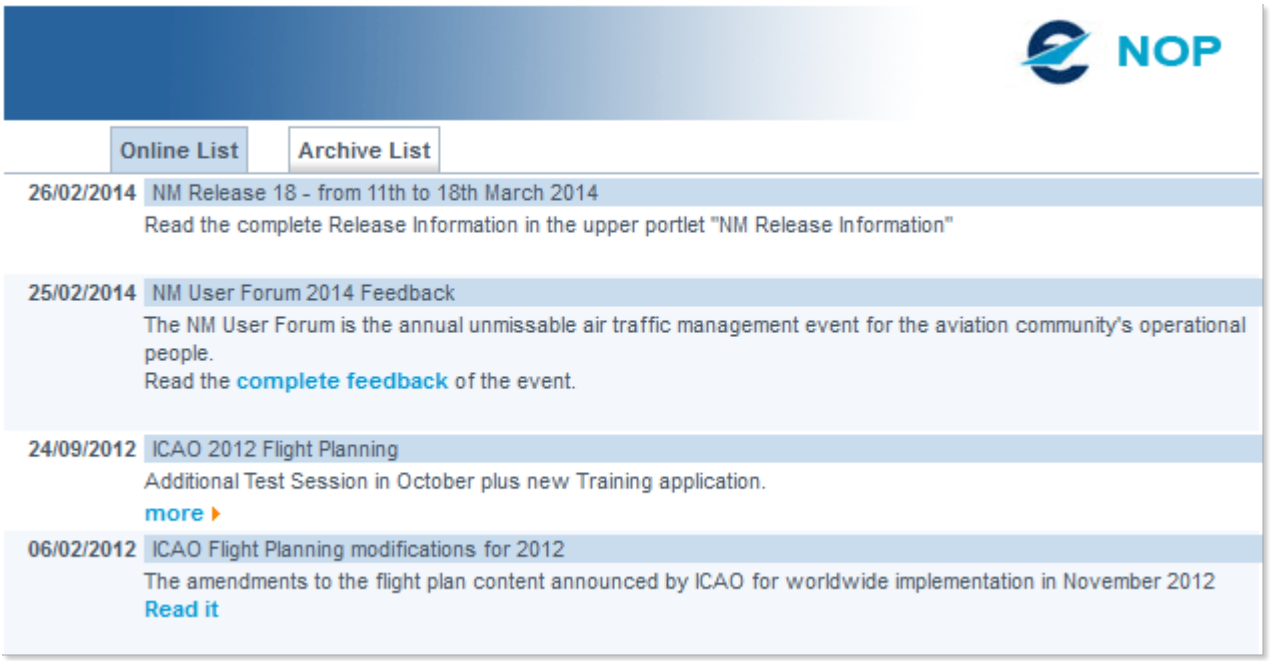
Typical Scope: RES



The **NM News** Portlet displays the last 3 of a selection of the most relevant (for the actors involved in Network Operations) news items published on the Network Manager website.

Below a short summary, and aligned to the left, two distinct links perform the following actions:

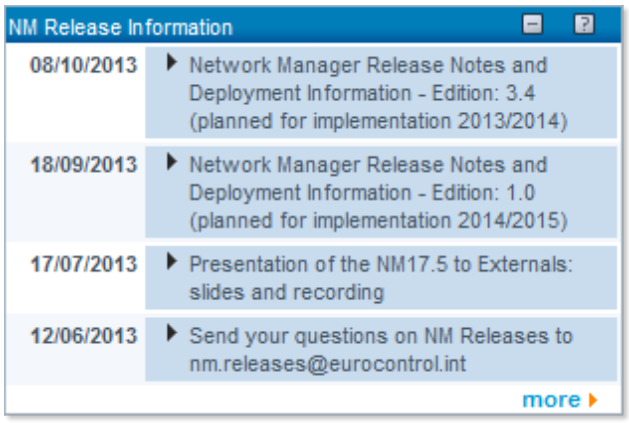
At the very bottom of the Portlet itself, and aligned to the right, a button opens the full list of the selection:



Note the two tabs, **Online List** and **Archive List** - the latter giving access to more ancient material.

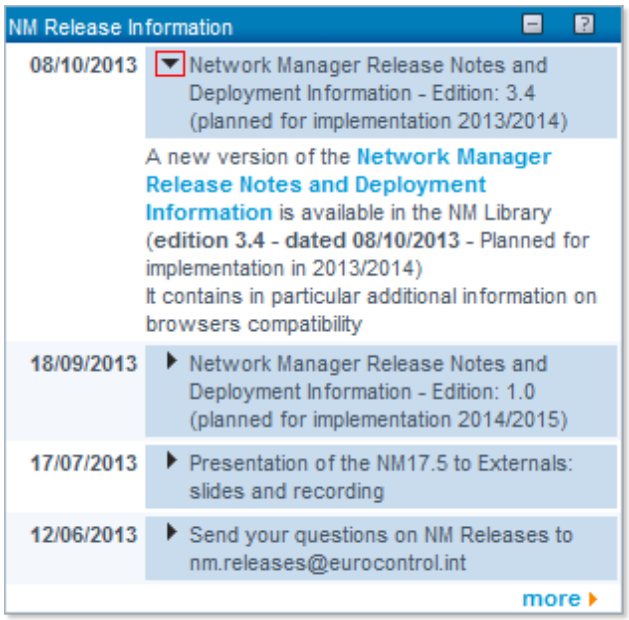
5.27 NM Release Information

Typical Scope: RES

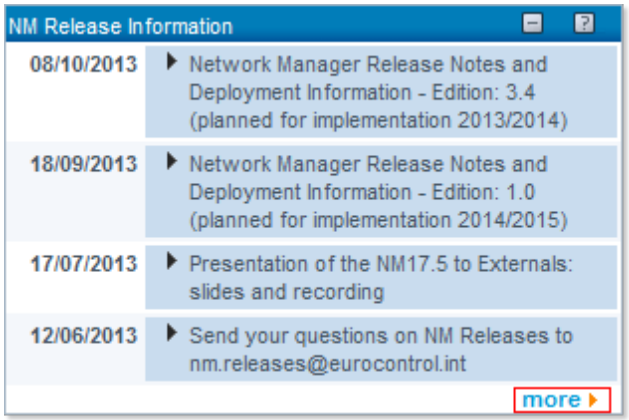


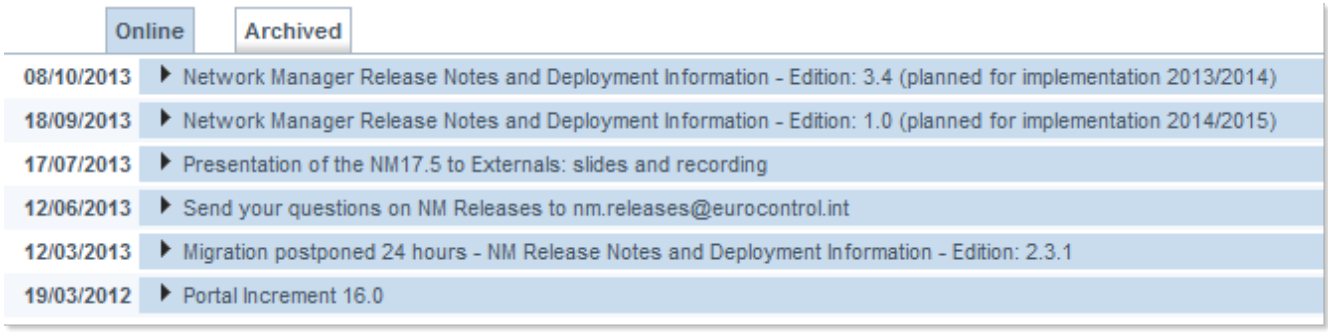
The **NM Release Information** Portlet lists the last changes implemented in the Portal, as well as some insight on future releases and evolution.

Click on the arrow to open the Summary of a given item:



Click on the **more** link to open another detached view with all issued items, under the **Online** or **Archived** tab depending on their date of issue:



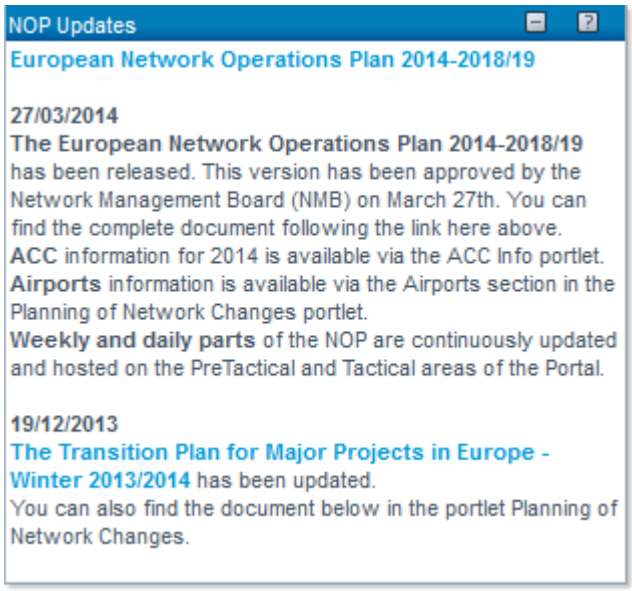

Online
Archived
08/10/2013
Network Manager Release Notes and Deployment Information - Edition: 3.4 (planned for implementation 2013/2014)
18/09/2013
Network Manager Release Notes and Deployment Information - Edition: 1.0 (planned for implementation 2014/2015)
17/07/2013
Presentation of the NM17.5 to Externals: slides and recording
12/06/2013
Send your questions on NM Releases to nm.releases@eurocontrol.int
12/03/2013
Migration postponed 24 hours - NM Release Notes and Deployment Information - Edition: 2.3.1
19/03/2012
Portal Increment 16.0

5.28 NOP Archive

Typical Scope: POS

5.29 NOP Updates

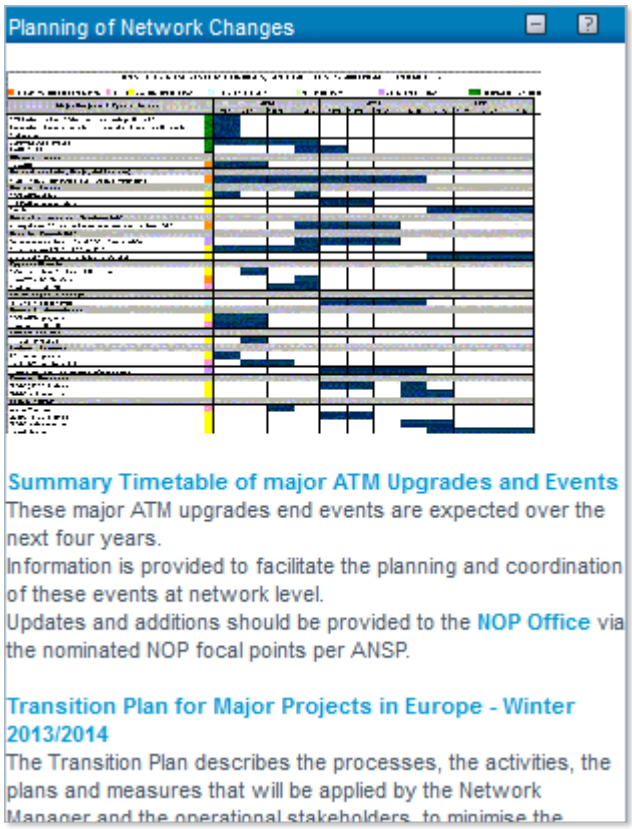
Typical Scope: STR



NOP Updates: Information on the dates and scope of the European Network Operations Plan last updates.

5.30 Planning of Network Changes

Typical Scope: STR



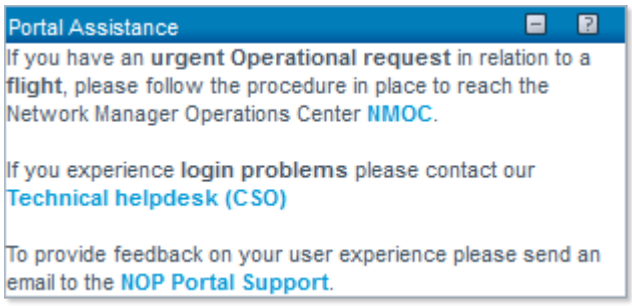
The **Planning of ATM Network Changes** Portlet presents the major ATM upgrades end events expected over the next four years, to facilitate the planning and coordination of these events at network level.

Updates and additions should be provided to the NOP Office (nop.office@eurocontrol.int) via the nominated NOP focal points per ANSP.

5.31 Portal Assistance

Typical Scope: RES POS TAC PRE STR

In case of problem or questions, contact the NOP Office team via the **NOP Assistance** Portlet.



This portlet provides ways to **report a problem** with the Portal usage, or to **provide feedback** on your user experience.

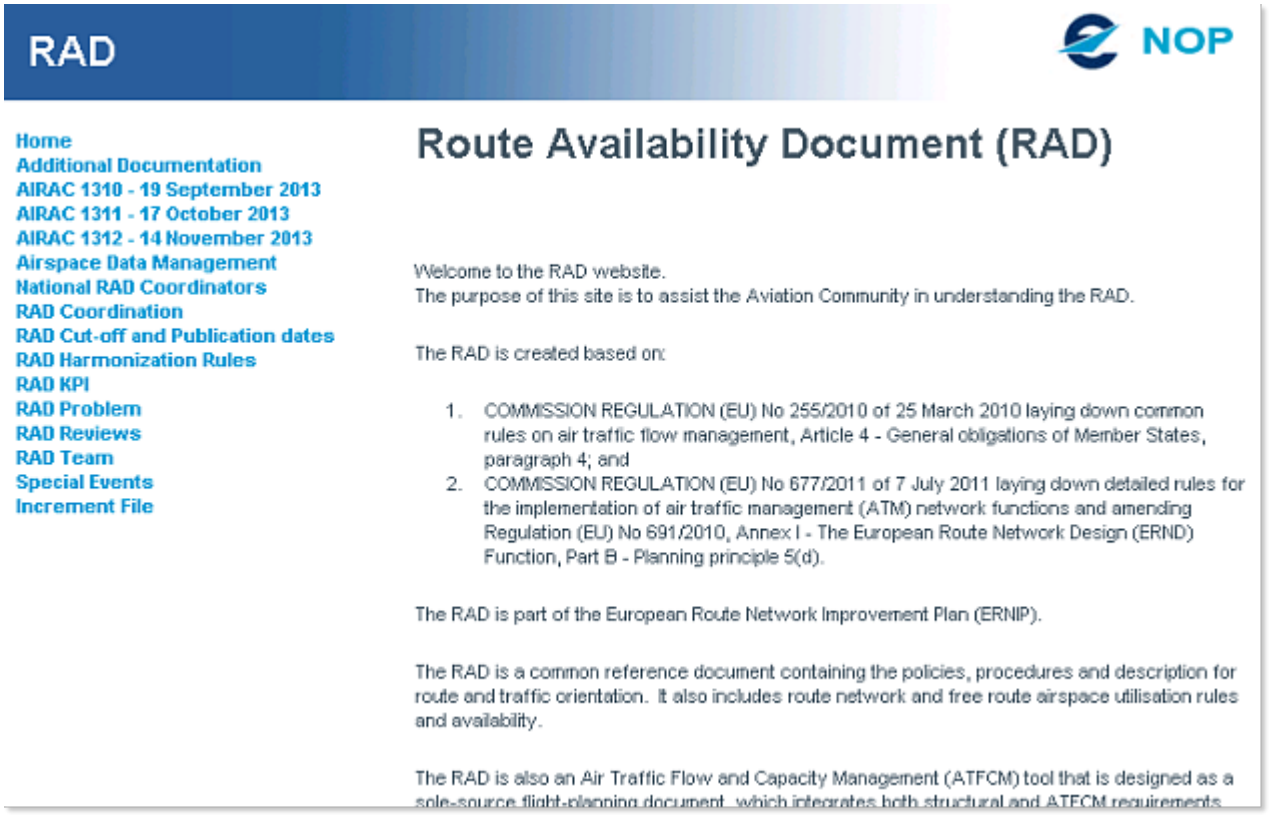
If you have an **urgent Operational request** in relation to a flight, please follow the procedure in place to reach the **NM OPS Room**.
If you wish to submit a system improvement request, please submit an **Operational User Requirement (OUR)**.

5.32 RAD

Typical Scope: TAC PRE STR

The objective of the RAD Portlet is to facilitate flight planning.

The **RAD Homepage** link opens the RAD website homepage, where you can find all data and information related with the RAD updates:



The **Increment File** and **Additional Documentation** links provide shortcuts to the respective corresponding areas on the RAD website.

Lastly, the RAD Portlet provides a number of links to the current and most recent(s) RAD Updates (like **1310 - 19 September 2013** in the example shown above).

5.33 Tele/WebEx conferences

Typical Scope: TAC PRE

The Network Manager Operations Centre is making use of Centra since they started the daily **online web conferences** in 2003. From 15 May 2012 WebEx became the new tool for the online web conferences held by Network Operations.

On the same date there is also the change for the **teleconferences**. SITA has been replaced with Arkadin Anytime.

5.33.1 Online web conferences

The online web conferences are used for:

- Daily D-1 conference at 16:00 CET
- South West axis
- South East axis
- North East axis
- Ski conferences
- Special events (Olympic Games, Football tournaments and finals, etc.)
- Training on CHMI and NOP

5.33.2 Teleconferences

Teleconferences are used for ad-hoc events, like:

- Strikes
- Crisis

Test your PC and browser

Please make sure that your PC and browser are compatible to use WebEx, by following this step-by-step procedure:

Step 1: Click on this link to test your PC and browser

Only if Step 1 is unsuccessful, please ask your IT department to check the minimum system requirements below, and

click here for Step 2: Further technical requirements

Only if Step 2 is not sufficient, go to Step 3: Download the installation packages from:

Internet Explorer in Windows msi file 15,8 MB
Firefox or Chrome in Windows msi file 15,9 MB
For MAC OS X dmg file 20,9 MB

Minimum system requirements

5.33.3 Online web conferences with WebEx

The minimum system requirements to be able to participate in a WebEx online conference:

Windows XP SP3, 2000, Vista, 7:

- Internet Explorer 6, 7, 8 and 9 with **ActiveX enabled**
- latest Firefox
- latest Chrome
- Javascript and cookies enabled
- Sun Java 5+
- 1 GHz processor
- 512 Mb RAM for XP, 2 GB RAM for Vista

Mac OS X 10.5, 10.6, 10.7:

- Safari 4, 5, 5.1

- latest Firefox
- latest Chrome
- Javascript and cookies enabled
- Apple Java 5+
- Intel processor
- 512 Mb RAM

For Mac OS x 10.6 (Snow Leopard)

32-bit Ubuntu 10.x,11.x 32-bit Fedora 15/16, 32-bit Red Hat 5/6, 32-bit OpenSuSE 11.4:

- latest 32-bit Firefox Javascript and cookies enabled
- Sun Java 5+
- 512 MB RAM

Solaris 10, 11:

- Mozilla 1.7
- Firefox 3.x
- Javascript and cookies enabled
- Sun Java 5+
- processors SPARC, Intel or AMD for Solaris 10
- processors Intel or AMD for Solaris 11
- 1 Gb RAM

HP-Ux 11.11:

- Mozilla 1.7
- Firefox 2
- Javascript and cookies enabled
- Sun Java 5+
- PA-RISC processor
- 1 Gb RAM
- Only for Meeting Center (no Training)

AIXL 5L 5.3:

- Mozilla 1.6
- Firefox 2
- Javascript and cookies enabled
- IBM Java 5+
- 1 Gb RAM
- Only for Meeting Center (no Training)

Smartphones

Download the free WebEx app for your **smartphone**

- Webex apps

5.33.4 Teleconferences with Anytime

Telephone with keypad

Training

1. Training on the use of **WebEx** can be provided via WebEx and/or Arkadin websites:

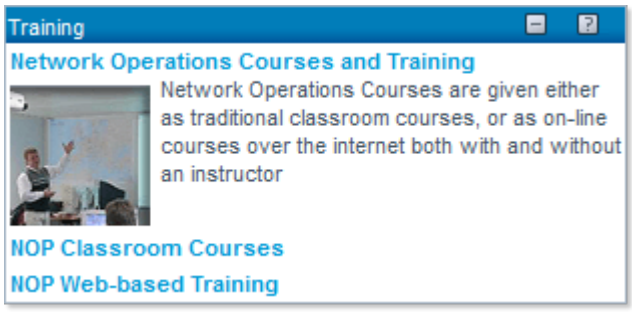
- WebEx - first click on 'Attend a meeting' then on 'Connect to meeting audio'
- Arkadin Academy - register for Cisco WebEx Meeting Center

2. Specific D-1 demonstration: D-1 demo for participants

3. Training on the use of the teleconference, **Arkadin Anytime**, can be provided via: Arkadin Academy (register for Arkadin Anytime, or contact sales.support@arkadin.com , phone +32 25 54 06 50)

5.34 Training

Typical Scope: RES



The **Training** Portlet provides links to the NM Training website, containing all the training dates and registration information.

5.35 Traffic Counts

Typical Scope: PRE

The **Traffic Counts** Portlet gives the number of flights for a given Traffic Type. Note that it may not be accessible to you, depending on your role and/or profile.

-
-

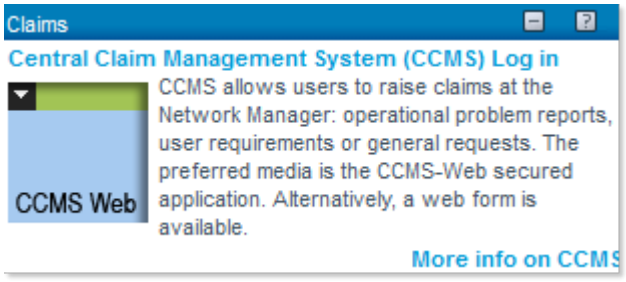
5.36 All Other Portlets

The other Portlets are simple to use: they are made of a summary text - sometimes illustrated - and most of the times propose organized shortcuts and links to the NM website or the EUROCONTROL website.

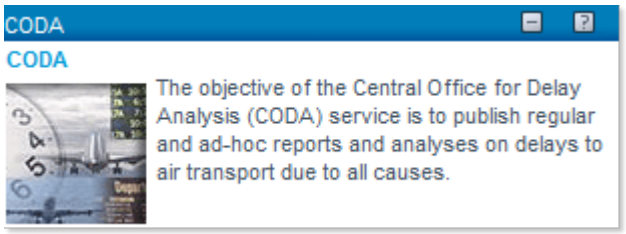
AIS Agora: link to the Agora.

Charts: Link to the EUROCONTROL website providing ATM maps

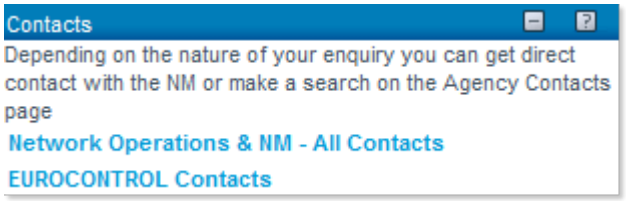
Claims: Link to the CFMU Claim Management System (CCMS)



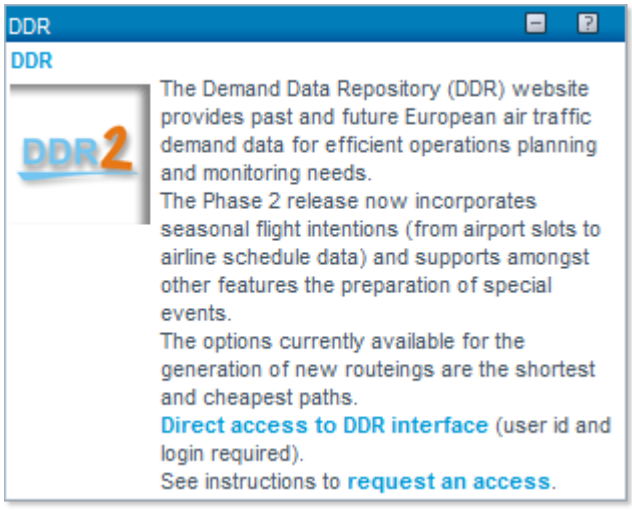
CODA: Link to the EUROCONTROL CODA website



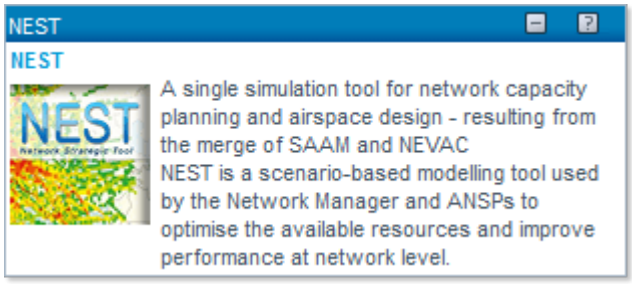
Contacts: Link to pages of the NM and EUROCONTROL web sites providing various useful contact points



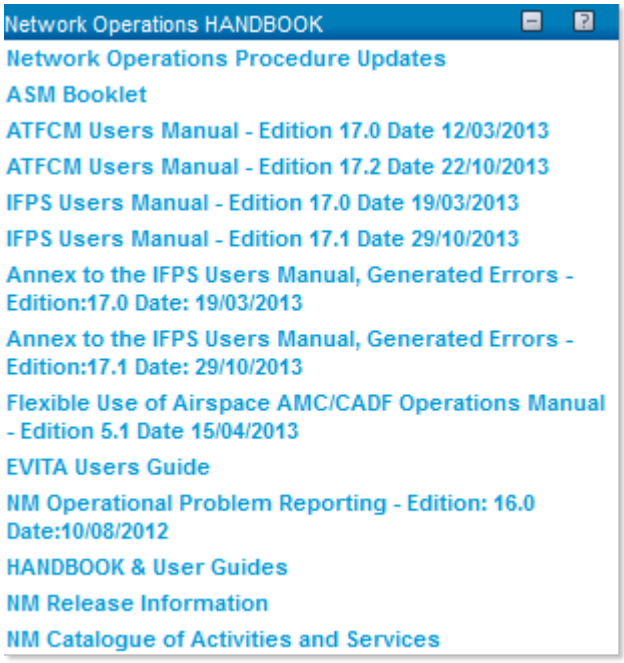
DDR: Link to the DDR interface



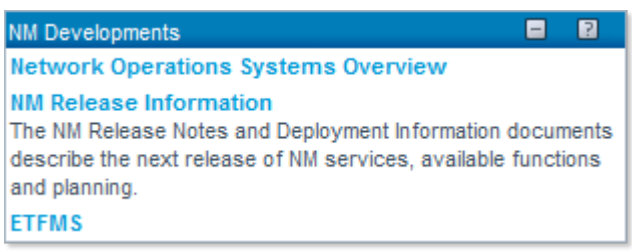
NEST: A single simulation tool for network capacity planning and airspace design.



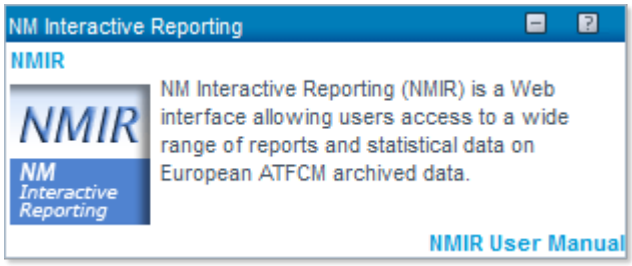
Network Operations Handbook: Link to the official documents describing the procedures for interacting with Network Operations.



NM Developments: links to several pages of the NM website describing the Network Operations systems and evolutions – including reference documents in the NM Library.

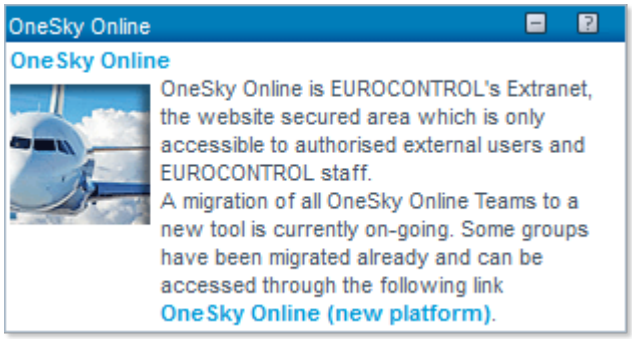


NM Interactive Reporting: Link to the NMIR application.

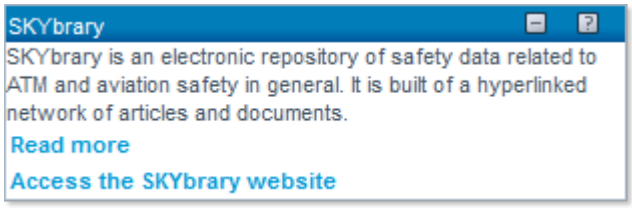


NM Operations overview: Link to NM web pages providing a high level view of the NM's main operational processes.

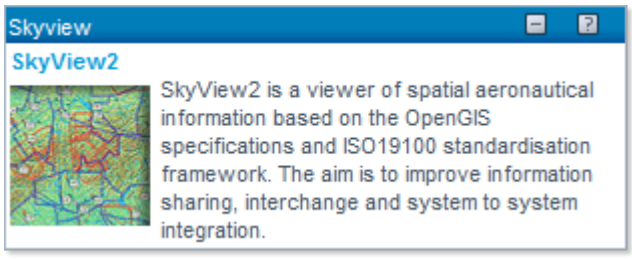
OneSky Online: Link to EUROCONTROL's extranet, OneSky Online.



SKYbrary: Electronic repository of safety data related to ATM and aviation safety in general



Skyview: Link to the EUROCONTROL Skyview web site.



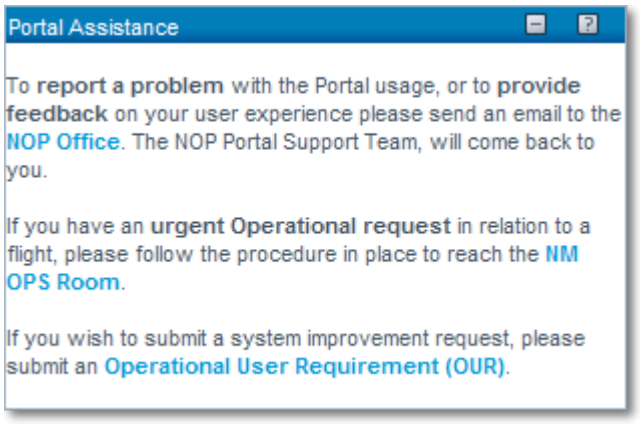
Statfor: Link to the EUROCONTROL Statfor web site.

STATFOR
Air Traffic Statistics and Forecasts
In the EUROCONTROL Agency the statistics, essential to its members and its stakeholders, are produced by the Statistics and Forecast Service, STATFOR.

6 Help

6.1 User Assistance

In case of problem or questions, contact the NOP Office team via the **NOP Assistance** Portlet.



This portlet provides ways to **report a problem** with the Portal usage, or to **provide feedback** on your user experience.

If you have an **urgent Operational request** in relation to a flight, please follow the procedure in place to reach the **NM OPS Room**.
If you wish to submit a system improvement request, please submit an **Operational User Requirement (OUR)**.

7 Glossary

A

AIM
ATFCM Information Message

AIS
Aeronautical Information Services

applications

ARO
Air Traffic Services Reporting Office

ATFCM
Air Traffic Flow and Capacity Management - A service that is enhancing ATFM with the objective of managing the balance of demand and capacity by optimising the use of available resources and coordinating adequate responses, in order to enhance the quality of service and the performance of the ATM system.

ATM
Air traffic management - The dynamic, integrated management of air traffic and airspace including air traffic services, airspace management and air traffic flow management — safely, economically and efficiently — through the provision of facilities and seamless services in collaboration with all parties and involving airborne and ground-based functions.

Axis
(Seasonal) Flows of traffic across the European Network.

C

CCMS-Web

Web based Central Claim Management System - The CCMS Web is an independent application where the NM is enabling authenticated clients to access and submit incident reports, user requirements or requests for support in their field of activity.

CDM
Collaborative Decision Making

CFMU
Central Flow Management Unit

CHMI
Collaborative Human Machine Interface - CHMI provides a new graphical interface to the NM operational systems which enables users to display data and graphical information (such as routes, route attributes, airspaces, flight plan tracks, etc.) via map displays. As these maps are updated dynamically, therefore CHMI provides a more user-friendly display of 'real time' information.

CRAM
Conditional Route Availability Message

D

Daedalus

NM tool to dynamically calculate a route which is valid according to all airspace and flow management constraints known to the NM i.e.
Conditional Route Availability Message (CRAM), RAD & ATFCM Notification Message (ANM).

DMEAN
Dynamic Management of European Airspace Network

Docked
Status of a **Map** window or component, when it is attached to the Menu Bar on top of the Map detached view.

DWH
Data Ware House - The DWH system contains archived data from other NM systems, together with derived performance and quality indicators.
It is used to provide an assessment of ATFCM performance and enable corrective action by facilitating comparison of the actual traffic situation with the ATFCM plan, and to assist the CFMU and its users in the preparation of their Strategic, Pre-Tactical and Tactical activities, by providing a forecast flight demand model based on historical data.

E

EFD
ETFMS Flight Data - significant flight data updates sent by ETFMS to ANSP's in the form of EFD messages.

ETFMS

ETFMS provides the overall traffic situation for the NM area, both current and future, based upon flight plan data updated with current traffic position data, allowing a precise anticipation of the traffic demand. ETFMS brings benefits in the management of both routine traffic situations as well as unusual or 'exceptional' conditions.

F

FAAS
Flight Assessment and Alert System (3 letter acronym: FAS) - The NM system hosting the SAFA application.

FCR
File Content Repository - The root folder where all the Portal content are stored

FCU
File Configurable Unit - The smallest content package that can be updated independently. In most cases, it will be a single FCU item - but some items do share common or crossed links and will therefore be grouped within an FCU folder.

Floating
Status of a Map window or coponent, when it is freely movable and draggable in the main display area.

FMP
Flow Management Position

FUM
Flight Update Messages - aimed at making NM partners aware of the situation of a given flight, in particular regarding the Estimated Landing Time.

I

IFPS

Integrated Initial Flight Plan Processing System.

IFPS fulfils two primary functions:

1. provides a centralised flight planning system for the States within the NM area with the object of rationalising reception, initial processing and distribution of flight plan data to ATC Units.
2. provides Repetitive Flight Plan (RPL) and Filed Flight Plan (FPL) data for use by the OPSD for ATFCM planning, monitoring and slot allocation.

N

Nav Aid
Any visual or electronic device, airborne or on the surface, that provides point-to-point guidance information or position data to aircraft in flight.

Network Manager Website

Available to the general public, without any registration. It contains information relevant to the NM core business, but information of an operational nature, which are accessible from the NOP Portal.

NMIR
NM Interactive Reporting

P

Portlet
Portal Element - Configurable window providing a synthetic piece of static or dynamic content on a portal page.

Post-Operations
One of the 4 ATFCM Phases as used in the Portal. Covers the period from "Day +1" 00:00 onwards

Pre-Tactical
One of the 4 ATFCM Phases as used in the Portal. Covers the period from "Day -6" to "Day -1" inclusive.

Protected Portal
The NOP Protected Portal contains information for clients involved in ATM operations and is only available after acceptance of the NM Terms and Conditions. It is accessed via RSA SecureID (see Token).

Public Portal
Available only after self-registration. The NOP Public Portal contains information to assist the NM clients involved in ATM operations - however, some elements which are subject to a service agreement are only accessible from the NOP Protected Portal.

R

RAD

The RAD is a sole-source flight-planning document, which integrates both structural and ATFCM requirements, geographically and vertically. The RAD is updated each AIRAC cycle following a structured standard process of

1. Requirement
2. Validation
3. Publication by the Network Manager in cooperation/coordination with the States and the Aircraft Operators.

S

Scenario

ATFCM measure applied as a result of an ATFCM Event, either planned or unplanned.

Self-Registered
The Self-Registration allows a non-authenticated user to create an account (with userID and static password) to access certain services and data from Network Manager.

SESAR
Single European Sky ATM Research

Strategic
One of the 4 ATFCM Phases as used in the Portal. Covers the period from "Day -12 months" to "Day -7 days" inclusive.

T

TACTICAL
One of the 4 ATFCM Phases as used in the Portal. Covers the Day currently selected in the header, from 00:00 to 24:00 UTC.

Target Date

The date which has been set in the Portal Header, and therefore for which the queries do apply. The Target Date can also be modified from within the Header of some Detached Views (typically, for all views where you can submit a query).

TIL
Stands for 'Until' - the end date and time of a period.

Token
A software-based one-time password authentication method of protecting network resources, typically used for remote access. It is a small independent program that runs on the PC and that generates every minute a random number called the token code.

U

UserID
Your **UserName** or **UserID** is a login name which has been assigned to your User account by NM. (For example: p0xxx1). The UserName is not case sensitive.

W

Way Point

A pre-determined geographical position, used for route or approach definition or progress reporting purpose. Two Way Points define a route segment.

WEF
With Effect From - the start date and time of a period.

WIND
Web Interface for NOP Data - This content and workflow management software is used to maintain the content of the Portal (for the static content) and manage the presentation of the content from back-end systems.

WYSIWYG
What You See Is What You Get - A descriptive designation for a form of visual display or graphical user interface (gui) that shows (on the screen) the actual appearance of a document being processed.

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